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Title: THE PORT DENISON TIMES

ALMANAC & DIRECTORY.

1867

F.B.191

629

THE

PORT DENISON TIMES

ALMANAC

FOR

1867,

BEING THE THIRD YEAR AFTER BISSEXTILE.

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THE PORT DENISON TIMES

ALMANAC AND DIRECTORY

FOR

1867.

EXPLANATION OF ABBREVIATIONS USED.

NAUTICAL FIGURES TO DENOTE THE FORCE OF THE WIND, USED IN THE ROYAL NAVY.

0. Calm.
1. Light air. Just sufficient for steerage way.
2. Light breeze — With which a ship with all sail set — 1 to 2 knots.
3. Gentle breeze — and clear, full, would go in smooth — 3 to 4 ,,
4. Moderate breeze — water .. .. — 5 to 6 ,,
5. Fresh breeze — In which she could just — Royals, &c.
6. Strong breeze — carry in chase, full, and — Single reefs, &c.
7. Moderate gale — by . .. . — Double reefs, &c.
8. Fresh gale — Triple reefs, &c.
9. Strong gale — Close reefs and courses.
10. Whole gale. In which she could just bear close-reefed maintopsail and reefed foresail.
11. Storm. Under storm staysail.
12. Hurricane. Bare poles.

LETTERS TO DENOTE STATE OF WEATHER.

B. Blue sky, whether clear or hazy atmosphere.
C. Cloudy, that is, detached open clouds.
D. Drizzling rain.
F. Fog.
F.F. Thick fog.
G. Gloomy dark weather.
H. Hail.
L. Lightning.
M. Misty or hazy, so as to interrupt the view.
O. Overcast, one impervious cloud.
P. Passing showers.
Q. Squally.
R. Rain, continuous.
T. Thunder.
U. Ugly threatening weather.
V. Visibility of distant objects.
W. Wet dew.
—. Denotes an extraordinary degree, when under any letter.

EXAMPLES.

B.C.M. Blue sky, with opening clouds, hazy round the horizon.
G.V. Gloomy dark weather, distant objects remarkably visible.
G.P.D.L.T. Very hard squalls and drizzling showers, with lightning and very heavy thunder.
B.C.P. Blue sky and cloudy, with passing showers.
C.T.L.D. Cloudy, with thunder and lightning and drizzling rain.

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MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 79·9.
3 p.m. 82·8.
9 p.m. 78·3.

Date.	Day.	Occurrences, &c.
1	T	First Newspaper published in Melbourne, 1838.
2	W	Queensland Electorates proclaimed, 1860.
3	Th	*Northern Argus* established, 1863.
4	F	Telegraphic com. establ. with Rockhampton, 1865.
5	S	First N. S. Wales Constitution Act proclaimed, 1843.
6	S	*Epiphany.*—Mr. Walters, mining engineer, started
7	M	[with teams for Mt. Wyatt, 1865.
8	T	First separation meeting held in Brisbane, 1851.
9	W	Discovery of Bass's Straits, 1798.
10	Th	Penny Post established, 1843.—Steamship *London*
11	F	Linnæus died, 1778. [lost, with 220 souls, 1865.
12	S	First British Parliament, 1205.
13	S	*First Sunday after Epiphany.*—First transports
14	M	[arrived in Botany Bay, 1788.
15	T	Sandwich Islands discovered, 1778.
16	W	First theatre opened in Sydney, 1796.
17	Th	Melbourne and Williamstown railway, 1859.
18	F	Governor Phillip landed at Botany, 1788.
19	S	James Watt born, 1736.
20	S	*Second Sunday after Epiphany.*
21	M	Ship *Fortitude* arrived in Moreton Bay, 1849.
22	T	Wellington, New Zealand, founded, 1840.
23	W	Earthquake at Christchurch, New Zealand, 1855.
24	Th	Princess Royal married, 1858. [and Museum, 1865.
25	F	Public meeting in Bowen, for establishing Library
26	S	N. S. Wales founded, 1788.
27	S	*Third Sunday after Epiphany.*
28	M	
29	T	First shipment of cotton from Brisbane, 1854.
30	W	Charles I. beheaded, 1648.
31	Th	Port Philip abandoned by Collins, 1840.

One of the New York chronometers supplied to the Grinnell Arctic Expedition, after being subject to the severest tests, yet was so exquisitely provided with adjustment and compensations for the very great extremes of temperature to which it had been subjected, that in a polar winter it was returned with a change in its rate, during a year and a half, of only the 13,000th part of one second in that time. The temperature registered during the winter, in Wellington Straits, was actually 46 deg. below zero of Fahrenheit.

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	6	10	23	a.m.	Full Moon	20	5	29	p.m.
First Quarter	14	2	27	a.m.	Last Quarter	28	0	40	a.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time added to Apparent Time.	Sun's Declination.	Morning High Water.	Weather during 1865. Wind.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	5 24	6 36	3 43	23 1 29 S	4 46	E.S.E.	1	B.
2	5 24	6 36	4 12	22 56 21	5 49	N.E.	1	B.C.
3	5 24	6 36	4 40	22 50 46	6 50	S.E.	4	B.
4	5 24	6 36	5 7	22 44 43	7 40	E.S.E.	4	B.
5	5 25	6 35	5 34	22 38 14	8 35	S.E.	4	B.
6	5 25	6 35	6 1	22 31 17	9 30	E.S.E.	5	B.C.
7	5 25	6 35	6 28	22 23 54	10 7	E.S.E.	2	B.C.
8	5 26	6 34	6 53	22 16 4	10 43	E.S.E.	2	B.C.
9	5 26	6 34	7 19	22 7 48	11 29	E.N.E.	1	B.
10	5 26	6 34	7 43	21 59 7	0 4	N.E.	2	C.P.
11	5 26	6 34	8 7	21 49 59	1 4	E.S.E.	2	B.C.
12	5 27	6 33	8 31	21 40 26	2 5	E.N.E.	2	B.C.
13	5 27	6 33	8 54	21 30 28	3 0	N.	1	B.C.
14	5 28	6 32	9 16	21 20 5	4 0	E.	2	B.
15	5 28	6 32	9 38	21 9 17	5 12	S.E.	2	B.
16	5 28	6 32	9 58	20 58 5	6 14	S.E.	4	B.C.
17	5 28	6 32	10 19	20 46 30	7 17	E.S.E.	4	B.C.
18	5 29	6 31	10 38	20 34 30	8 20	E.S.E.	4	B.C.
19	5 29	6 31	10 57	20 22 7	9 35	S.E.	2	B.C.
20	5 30	6 30	11 15	20 9 21	10 15	E.S.E.	2	B.C.
21	5 30	6 30	11 32	19 56 13	10 50	E.N.E.	2	B.C.
22	5 31	6 29	11 48	19 42 42	11 25	N.E.	2	B.C.
23	5 31	6 29	12 4	19 28 49	11 59	N.E.	2	B.C.L.
24	5 31	6 29	12 19	19 14 35	0 34	N.N.E.	2	B.C.
25	5 31	6 29	12 33	18 59 59	1 22	N.E.	2	C.
26	5 31	6 29	12 46	18 45 3	2 36	E.S.E.	4	B.C.
27	5 32	6 28	12 59	18 29 46	3 8	S.E.	4	C.
28	5 33	6 27	13 11	18 14 9	3 47	S.E.	3	B.C.
29	5 33	6 27	13 22	17 58 12	4 10	S.E.	3	B.C.
30	5 33	6 27	13 32	17 41 56	4 45	E.N.E.	2	B.C.
31	5 34	6 26	13 41	17 25 21	5 30	E.N.E.	1	B.C.

Bowen { Latitude, 20° 0′ 0″ S. / Longitude, 148° 18′ 0″ E. / Time, 9h. 53m. 12s.

High Water full and change, 9·40.

Spring Tides rise 10 feet.

* Neap, 6 feet.

Bowen time is { Fast London .. .. 9h. 53m. / Fast Hobart Town 0 8 / Fast Melbourne .. 0 13 / Slow Sydney .. .. 0 11 / Slow Brisbane .. 0 19 / Slow Rockhampn. 0 9

* Tides given for the morning. The afternoon can be sufficiently ascertained by allowing the difference between the respective days.

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 80·3.
3 p.m. 83·2.
9 p.m. 79·9.

Date.	Day.	Occurrences, &c.
1	F	Nelson, New Zealand, founded, 1842.
2	S	Maryborough Township established, 1851.
3	S	*Fourth Sunday after Epiphany.*
4	M	(3) Governor Bourke visited Melbourne, 1837.
5	T	First Judge appointed at Melbourne, 1841.
6	W	
7	Th	Wreck of H.M.S. Orpheus, at Manukau, N.Z., 1862.
8	F	Schooner *Nightingale* wrecked, 1864.
9	S	First Printing Press established in England, 1459.
10	S	*Fifth Sunday after Epiphany.* Queen Victoria
11	M	[married, 1840.
12	T	Hargreaves discovered Gold in N.S.W., 1851.
13	W	
14	Th	
15	F	Captain Cook killed, 1779.
16	S	Van Diemen's Land founded, 1804. First Wool
17	S	*Septuagesima.* [ship from Brisbane to London, 1851.
18	M	Nomination of first Member for Kennedy, 1865.
19	T	First Bank opened at Townsville, 1866.
20	W	Morrill returned to civilization, 1863.
21	Th	Gladstone proclaimed a Municipality, 1863.
22	F	*Souchays* arrived from Batavia with English news
23	S	[to 12th ultimo, 1866.
24	S	*Sexagesima.* [Denison, 1861.
25	M	Overland party left Rockhampton to found Port
26	T	(25) First sod of Queensland Railway turned, 1864.
27	W	Telegraphic com. established with Maryboro', 1865.
28	Th	First Bank (Australian Joint Stock) opened at Port
		Denison, 1863.

HOW THE TIDES ARE PRODUCED BY THE SUN AND MOON.

Each of these bodies excites, by its attraction upon the waters of the sea, two gigantic waves, which flow in the same direction round the globe as the attracting bodies apparently do. The two waves of the moon are about 3½ times as large as those of the sun. One of these waves has its crest on the quarter of the earth which is turned towards the moon; the other is at the opposite side. Both quarters possess the flood of the tide, while the regions between have the ebb. It is calculated that in 6¼ hours 25,500 cubic miles of water flow from one quarter of the earth to the other.—*Professor Helmholz.*

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	5	4	8	a.m.	Full Moon	19	5	34	a.m.
First Quarter	12	11	33	a.m.	Last Quarter	26	9	25	p.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time, to be added to Apparent Time.	Sun's Declination.	Morning High Water.	Weather during 1865. Wind.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	5 34	6 26	13 49	17 8 37 S	6 2	N.	1	C.T.L.D.
2	5 34	6 26	13 57	16 51 25	6 59	S.W.	6	C.R.
3	5 35	6 25	14 4	16 33 56	7 52	N.N.E.	1	C.
4	5 36	6 24	14 10	16 16 10	8 44	E.N.E.	1	B.C.
5	5 36	6 24	14 16	15 58 7	9 36	S.E.	2	B.C.
6	5 37	6 23	14 20	15 39 47	10 18	E.	1	B.C.
7	5 37	6 23	14 24	15 21 11	11 0	S.E.	2	B.C.
8	5 38	6 22	14 26	15 2 20	11 35	Calm.	0	B.C.
9	5 38	6 22	14 29	14 43 14	0 10	S.E.	7	B.C.
10	5 39	6 21	14 30	14 23 53	0 42	S.E.	6	B.C.
11	5 39	6 21	14 30	14 4 18	1 46	S.S.E.	6	C.G.
12	5 39	6 21	14 30	13 44 29	2 58	E.S.E.	4	B.C.
13	5 40	6 20	14 29	13 24 26	3 40	E.N.E.	3	B.C.
14	5 41	6 19	14 27	13 4 10	4 20	N.E.	1	B.C.
15	5 41	6 19	14 24	12 43 42	5 44	S.E.	1	B.C.
16	5 42	6 18	14 21	12 23 1	6 36	S.E.	2	B.C.
17	5 42	6 18	14 16	12 2 9	7 28	E.S.E.	2	C.G.
18	5 44	6 16	14 12	11 41 5	8 29	N.E.	1	O.C.
19	5 44	6 16	14 6	11 19 51	9 38	S.S.E.	2	B.C.
20	5 44	6 16	14 0	10 58 25	10 22	E.N.E.	2	B.C.
21	5 45	6 15	13 53	10 36 50	10 51	S.E.	4	B.C.
22	5 45	6 15	13 45	10 15 4	11 24	S.E.	6	B.C.P.
23	5 45	6 15	13 37	9 53 9	0 2	S.E.	4	B.C.
24	5 46	6 14	13 29	9 31 5	0 46	S.E.	8	B.C.
25	5 47	6 13	13 19	9 8 53	1 13	S.E.	6	B.C.P.
26	5 47	6 13	13 9	8 46 32	2 4	S.E.	7	B.C.P.
27	5 48	6 12	12 59	8 24 3	2 56	S.E.	7	B.C.P.
28	5 48	6 12	12 48	8 1 27	3 55	S.E.	5	B.C.

The winds, force, and state are the general average weather for the day. As a rule, throughout the year, the morning winds are to the westward of south, and the afternoon to the eastward. Calms are very rare, and only to be expected after light winds of the day before, then only from about 8 to 11 a.m.; in light winds, sudden changes are frequent.

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 79·6.
3 p.m. 82·1.
9 p.m. 78·1.

Date.	Day.	Occurrences, &c.
1	F	St. David's Day.
2	S	Czar Nicholas died. [1866.
3	S	*Quinquagesima.* *Cleveland Bay Herald* started,
4	M	Willis' house, Houghton River, stuck up by bshrngrs,
5	T	First number of *Port Denison Times* pub. 1864.
6	W	First day of Lent.
7	Th	Slave trade to British colonies abolished, 1807. [1803.
8	F	(9) Port Denison proclaimed a port of entry, 1861.
9	S	First Roman Catholic Bishop of Sydney arrived.
10	S	*First Sunday in Lent.* New Holland disc. by the
11	M	Tin discovered in Victoria, 1853. [Dutch, 1606.
12	T	Messrs. Jardine arrived at Cape York. "Moreton
13	W	[Bay Asso.," first mooted idea of separation, 1847.
14	Th	New and easy road disc. from Cardwell to interior,
15	F	Crimean Armistice signed, 1856. [1866.
16	S	Towns' Police Act extd. to Bowen by proclm., 1864.
17	S	*Second Sunday in Lent.* St. Patrick's Day.
18	M	Dalrymple returned for the Kennedy, 1865. [1866.
19	T	First District Court sat in Bowen, Judge J. L. Innes,
20	W	Several floods throughout Queensland, 1863 & 1864.
21	Th	Rockingham Bay declared a port of entry, 1864.
22	F	First sale of land in Rockingham Bay, 1865.
23	S	Public meeting held at Bowen on the subject of
24	S	*Third Sunday in Lent.* [erecting a jetty, 1864.
25	M	Annunciation of Virgin Mary. Lady Day.
26	T	Mnt. Wyatt copper ore shipped for Sydney, 1865.
27	W	James 1. died, 1625.
28	Th	War declared with Russia, 1854.
29	F	[issued, 1866.
30	S	(31) First Prospectus of Bowen Sugar Company
31	S	*Fourth Sunday in Lent.*

Contrary to all pre-conceived ideas, experience proves that the brighter the sky that shines above the Camera the more tardy the action within it. Italy and Malta do their work slower than Paris. Under the brilliant light of a Mexican sun half an hour is required to produce effects which, in England, would occupy but a minute.—*Quarterly Review.*

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	6	7	31	p.m.	Full Moon	20	6	48	p.m.
First Quarter	13	6	40	p.m.	Last Quarter	28	5	39	a.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time, to be added to Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	5 49	6 11	12 36	7 38 32 S	4 52	S.E.	5	B.C.
2	5 50	6 10	12 24	7 15 42	5 51	S.W.	4	B.C.
3	5 50	6 10	12 12	6 52 46	6 46	N.E.	2	B.C.
4	5 51	6 9	11 59	6 29 44	7 47	N.E.	2	B.C.
5	5 51	6 9	11 46	6 6 37	8 37	N.E.	3	B.C.
6	5 52	6 8	11 32	5 43 25	9 32	E.N.E.	4	B.C.
7	5 52	6 8	11 18	5 20 8	10 10	E.N.E.	2	B.C.P.
8	5 53	6 7	11 3	4 56 47	10 48	E.N.E.	4	B.C.P.
9	5 54	6 6	10 48	4 33 22	11 25	S.E.	4	C.G.P.
10	5 54	6 6	10 32	4 9 54	0 4	E.N.E.	3	O.G.
11	5 55	6 5	10 17	3 46 22	1 3	S.E.	4	B.C.
12	5 56	6 4	10 1	3 22 49	2 2	S.E.	4	B.C.
13	5 56	6 4	9 44	2 59 12	3 2	E.S.E.	5	B.C.
14	5 56	6 4	9 28	2 35 34	4 4	E.S.E.	3	B.C.
15	5 57	6 3	9 11	2 11 55	5 3	S.E.	3	B.C.
16	5 57	6 3	8 53	1 48 14	6 5	S.E.	4	B.C.P.
17	5 58	6 2	8 36	1 24 33	7 4	N.E.	2	B.C.M.L.
18	5 59	6 1	8 18	1 0 51	8 4	E.	2	B.C.P.
19	5 59	6 1	8 0	0 37 9	8 43	S.S.E.	4	B.C.
20	6 0	6 0	7 42	0 13 28 S	9 30	S.S.E.	4	B.C.M.
21	6 0	6 0	7 24	0 10 13 N	10 9	S.E.	4	B.C.
22	6 1	5 59	7 6	0 33 53	10 43	S.E.	3	B.C.
23	6 1	5 59	6 47	0 57 31	11 15	E.N.E.	2	B.C.
24	6 2	5 58	6 29	1 21 9	11 49	E.	3	B.C.
25	6 3	5 57	6 11	1 44 44	0 22	E.	2	B.C.
26	6 3	5 57	5 52	2 8 17	0 56	S.E.	4	B.C.
27	6 3	5 57	5 34	2 31 47	1 29	S.E.	5	B.C.P.
28	6 4	5 56	5 15	2 55 14	2 21	S.E.	5	B.C.
29	6 4	5 56	4 57	3 18 38	3 23	S.E.	5	B.C.
30	6 6	5 54	4 38	3 41 58	4 45	S.E.	6	B.C.
31	6 6	5 54	4 20	4 5 14	6 2	E.	4	B.C.

Half an inch of water over the surface does not sound much, but it weighs 50 tons per acre over the land, or 180,000 millions of tons over one-fifth of the surface of the Atlantic.

English mile	1760 yards	Scottish mile ..	1983 yards
,, Geograph. mile	2026 ,,	German mile, long ..	10·126 ,,
Irish mile	2240 ,,	German mile, short ..	6·859 ,,

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 74·8.
3 p.m. 79·9.
9 p.m. 74·6.

Date.	Day.	Occurrences, &c.
1	M	Public meeting at Bowen about Prov. Councils, 1865.
2	T	Richard Cobden died, 1865. Date of Leichhardt's
3	W	[last letter, 1848.
4	Th	First sale of Port Albany land at Brisbane, 1865.
5	F	*Mackay Mercury* established, 1866. [1789.
6	S	Washington elected first President of United States,
7	S	*Fifth Sunday in Lent.* Kelsey's lecture on 'Sugar,'
8	M	Population of Bowen about 600, 1864. [1866.
9	T	(8) Bank of New South Wales established, 1817.
10	W	*Souchays* arrived from Brisbane, second trip, 1866.
11	Th	(10) Fourth session of second Queensland Parliament
12	F	Anniversary of Bowen, founded 1861. [opened, 1866.
13	S	
14	S	*Sixth Sunday in Lent. Palm Sunday.*
15	M	Moreton Bay Supreme Court formally opened, 1857.
16	T	
17	W	Prince Leopold born, 1853.
18	Th	American Revolution, 1775.
19	F	*Good Friday.* [Wales discovered, 1770.
20	S	Copper discovered in Tasmania, 1827. New South
21	S	*Easter Day.* Burke's explorg. party retd. to Cooper's
22	M	(10) *Fiery Star* burnt at sea, 1865. [Creek, 1861.
23	T	Shakespeare born, 1564. St. George's Day.
24	W	
25	Th	*St. Mark.* Cromwell born, 1589. [1866.
26	F	Barque *Ellesmere* sailed for Gulf of Carpentaria,
27	S	First election for Queensland Parliaments, 1860.
28	S	*First Sunday after Easter. Low Sunday.*
29	M	
30	T	

It would appear, from numerous observations, that soldiers are hit during battle according to the colour of their dress, in the following order:—red is the most fatal colour, Austrian grey the least fatal. The proportions are, red, 12; riflegreen, 7; brown, 6; Austrian bluish gray, 5.—*Jameson's Journal*, 1865.

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	5	7	57	a.m.	Full Moon	19	8	50	a.m.
First Quarter	12	1	2	a.m.	Last Quarter	27	11	53	a.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time, to be added sub. from Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	6 6	5 54	4 2	4 28 26N	6 31	S.E.	4	B.C.
2	6 7	5 53	3 44	4 51 33	7 5	E.N.E.	2	B.C.
3	6 7	5 53	3 26	5 14 34	7 37	E.	2	B.C.
4	6 8	5 52	3 8	5 37 30	8 11	E.S.E.	4	B.C.P.
5	6 9	5 51	2 50	6 0 21	9 30	S.E.	4	B.C.
6	6 9	5 51	2 33	6 23 5	10 3	S.E.	5	B.C.
7	6 10	5 50	2 16	6 45 42	10 36	S.E.	4	B.C.
8	6 10	5 50	1 59	7 8 13	11 13	E.S.E.	5	C.G.
9	6 11	5 49	1 42	7 30 36	0 14	S.E.	5	B.C.
10	6 12	5 48	1 25	7 52 52	1 35	S.E.	6	C.G.P.
11	6 12	5 48	1 9	8 14 59	2 52	S.E.	4	B.C.
12	6 13	5 47	0 53	8 36 58	4 2	S.E.	4	B.C.
13	6 13	5 47	0 37	8 58 49	4 59	S.E.	5	B.C.M.
14	6 14	5 46	0 22	9 20 30	5 25	S.E.	5	B.C.
15	6 15	5 45	0 6	9 42 2	5 54	S.E.	4	B.C.
16	6 15	5 45	0 8	10 3 25	6 18	E.S.E.	4	B.C.
17	6 16	5 44	0 22	10 24 37	7 13	E.	3	B.C.
18	6 16	5 44	0 36	10 45 39	8 28	S.E.	4	B.C.
19	6 16	5 44	0 50	11 6 31	9 3	N.N.W.	3	B.C.
20	6 17	5 43	1 3	11 27 12	9 32	N.N.W.	3	B.C.
21	6 18	5 42	1 16	11 47 41	10 26	S.E.	3	B.C.
22	6 18	5 42	1 29	12 7 59	11 38	S.S.E.	3	B.C.P.
23	6 18	5 42	1 40	12 28 5	0 38	S.E.	4	B.C.
24	6 19	5 41	1 52	12 47 58	0 56	S.E.	5	B.C.P.
25	6 19	5 41	2 3	13 7 40	2 12	S.E.	4	B.C.
26	6 20	5 40	2 14	13 27 8	3 20	S.E.	5	B.C.
27	6 21	5 39	2 24	13 46 23	4 35	S.E.	4	B.C.
28	6 21	5 39	2 33	14 5 25	5 19	S.E.	4	B.C.
29	6 21	5 39	2 42	14 24 13	6 1	S.E.	4	B.C.
30	6 22	5 38	2 51	14 42 47	6 59	S.E.	4	B.C.

Anchors	¼ inch chain	is equal to	4½	inch rope	1 inch chain	is equal to	12	inch rope
	,, ,,	,,	5½	,,	1⅛ ,,	,,	17	,,
	,, ,,	,,	8	,,	2 ,,	,,	22	,,

The moon's perigee and apogee are purposely left out, for they are only used for scientific purposes, and would be of no interest.

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 69·9.
3 p.m. 75·2.
9 p.m. 70·2.

Date.	Day.	Occurrences, &c.
		[1769.
1	W	*St. Phillip and St. James.* Duke of Wellington born,
2	Th	Public meeting in Bowen to draw up memorial, 1866.
3	F	New Zealand declared independent of N. S. Wales,
4	S	Moreton Bay proclaimed, 1842. [1841.
5	S	*Second Sunday after Easter.* Civil war in America,
6	M	A. V. Humboldt died, 1859. [1861.
7	T	First District Council elected in Sydney, 1844.
8	W	*Jacmel Packet* left Sydney for Gulf of Carpentaria,
9	Th	[1865.
10	F	
11	S	Jefferson Davis captured, 1865.
12	S	*Third Sunday after Easter.*
13	M	Moreton Bay made port of entry, 1846.
14	T	(13) First daily paper published in Brisbane 1861.
15	W	Lieut. Murray discovered Port Phillip, 1802, Capt.
16	Th	[Cook disc. Moreton Bay in the *Endeavour*, 1770.
17	F	First Circuit Court held in Brisbane, 1850.
18	S	Buonaparte declared Emperor, 1804. [1844.
19	S	*Fourth Sunday after Easter.* Burra Burra mines dis.,
20	M	Moreton Bay abandoned as a Penal settlement, 1839.
21	T	
22	W	First Queensland Parliament assembled, 1860;
23	Th	[dissolved, 1863.
24	F	Queen's birthday. Born, 1819.
25	S	Warwick proclaimed a municipality, 1861.
26	S	*Rogation Sunday.* Calliope gold diggings pro-
27	M	[claimed, 1863.
28	T	First steam engine worked in Sydney, 1815.
29	W	Restoration King Charles II., 1660.
30	Th	*Ascension Day.*
31	F	First immigrant ship arrived in Sydney, 1831.

VARIETIES OF SPEED.

A French scientific work states the ordinary rate to be—

	per sec.		per sec.
Of a man walking	4 feet	Of the wind	82 feet
„ good horse in harness..	12 „	„ an express train at 75 miles per hour ..	110 „
„ rein deer in a sledge on ice	26 „	„ sound	1038 „
„ English race horse ..	43 „	„ 24 pounder cannon ball	1300 „
„ hare	88 „		

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	4	5	33	p.m.	Full Moon	18	11	45	p.m.
First Quarter	11	7	57	a.m.	Last Quarter	27	3	15	a.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time subtrctd. from Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	6 22	5 38	2 58	15 1 6N	7 30	S.E.	2	B.C.P.
2	6 22	5 38	3 6	15 19 10	8 20	E.	2	B.C.
3	6 23	5 37	3 13	15 37 0	8 58	S.E.	2	B.C.
4	6 24	5 36	3 19	15 54 34	9 35	S.S.E.	4	B.C.
5	6 24	5 36	3 25	16 11 52	10 12	S.E.	5	B.C.
6	6 25	5 35	3 30	16 28 54	10 43	S.E.	4	B.C.
7	6 26	5 34	3 34	16 45 40	11 33	S.E.	3	B.C.
8	6 26	5 34	3 38	17 2 9	0 6	N.E.	3	B.C.
9	6 26	5 34	3 42	17 18 21	0 40	S.S.E.	3	B.C.
10	6 27	5 33	3 45	17 34 15	1 11	S.S.W.	2	B.C.
11	6 27	5 33	3 47	17 49 52	2 15	S.	2	B.C.
12	6 27	5 33	3 49	18 5 11	3 35	E.	2	B.C.
13	6 28	5 32	3 50	18 20 12	4 57	E.	4	B.C.
14	6 28	5 32	3 51	18 34 54	6 32	S.E.	3	B.C.
15	6 29	5 31	3 51	18 49 18	7 17	S.W.	2	B.C.
16	6 29	5 31	3 50	19 3 22	8 9	S.W.	1	B.
17	6 29	5 31	3 50	19 17 7	8 53	S.W.	2	B.C.
18	6 30	5 30	3 48	19 30 32	9 30	S.E.	3	B.C.
19	6 30	5 30	3 46	19 43 38	10 33	E.S.E.	4	B.
20	6 30	5 30	3 43	19 56 24	10 55	E.	3	B.C.
21	6 30	5 30	3 40	20 8 49	11 24	S.E.	4	B.C.
22	6 31	5 29	3 36	20 20 53	0 49	S.E.	5	B.C.
23	6 31	5 29	3 32	20 32 37	1 12	S.S.E.	6	B.C.
24	6 32	5 28	3 27	20 44 0	2 22	S.E.	4	B.C.
25	6 32	5 28	3 22	20 55 1	3 25	S.	6	B.C.
26	6 32	5 28	3 16	21 5 41	4 27	S.E.	4	B.C.
27	6 32	5 28	3 10	21 15 59	5 30	S.S.E.	3	B.C.
28	6 33	5 27	3 3	21 25 55	6 35	S.E.	4	B.C.
29	6 33	5 27	2 55	21 35 29	7 9	S.S.W.	2	B.C.
30	6 34	5 26	2 47	21 44 41	7 37	S.E.	4	B.C.
31	6 34	5 26	2 39	21 53 30	7 59	S.E.	2	B.C.

The sun is one and a half million times larger than the earth, the earth travels round it once a year; the moon is forty-nine times smaller than the earth, and revolves round the earth once a month.

A line drawn round the earth midway between the poles would measure 25,000 miles, consequently we should, if so wishing, and could be dropped through a tube, have to go 8000 miles.

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 61·8.
3 p.m. 70·2.
9 p.m. 64·9.

Date.	Day.	Occurrences, &c.
1	S	Landsborough reached the Darling overland from
2	S	*Sunday after Ascension Day.* [the Gulf, 1862.
3	M	Colony of Queensland proclaimed in London, 1859.
4	T	(3) First Adelaide newspaper published, 1837.
5	W	(4) Battle of Magenta, 1859.
6	Th	Pastoral Society of Australia Felix, founded, 1843.
7	F	A. S. N. Co.'s *Tinonee* came alongside Jetty, 1866.
8	S	(7) Sydney Chamber of Commercé established, 1820.
9	S	*Whit Sunday.* Sheep first boiled down in Australia,
10	M	Crystal Palace at Sydenham opened, 1854. [1843.
11	T	*St. Barnabas.*
12	W	*Jacmel* Packet arrived at the Gulf, 1865. *Souchays*
13	Th	[arrived from Batavia on her second trip, 1866.
14	F	(16) *Great Eastern* sailed on her first voyage, 1859.
15	S	First General Elections in New South Wales, 1843.
16	S	*Trinity Sunday.*
17	M	Tahiti discovered, 1765.
18	T	Battle of Waterloo, 1815. [Sunday Islands, 1866.
19	W	First raft of pine logs brought in from the Whit
20	Th	Accession of Queen Victoria, 1837.
21	F	Proclamation of Queen Victoria, 1837.
22	S	(11) *Alabama* sunk by *Kearsage*, 1864.
23	S	*First Sunday after Trinity.*
24	M	*St. John Baptist.* [1864.
25	T	Preliminary meeting of Bowen Building Society,
26	W	English Corn Laws repealed, 1846. [1865.
27	Th	(29) St. Mary's Cathedral at Sydney burnt down,
28	F	*Cleveland Bay Express* published, 1866.
29	S	*St. Peter.* First steamer between Brisbane and
30	S	*Second Sunday after Trinity.* [Ipswich started, 1846.

A body falls in gravity sixteen and one-sixteenth of a foot in a second, and the velocity increases according to the squares of the time, viz:

In a quarter of a second a body falls	..	..	..	..	..	1	foot
,, half a second	,,	,,	..	..	..	..	..	4	,,
,, one second	,,	,,	..	..	..	..	..	16	,,
,, two seconds	,,	,,	..	..	..	..	..	64	,,
,, three seconds	,,	,,	..	..	..	..	..	144	,,

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	3	1	5	a.m.	Full Moon	17	2	47	p.m.
First Quarter	9	4	39	p.m.	Last Quarter	25	3	21	p.m.

Date	Apparent Time. Sun Rises.	Sun Sets.	Equation Time sub. from or added to Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	6 34	5 26	2 30	22 1 56S	8 20	E.	2	B.C.
2	6 34	5 26	2 21	22 10 0	8 54	E.	2	B.C.
3	6 34	5 26	2 12	22 17 40	9 29	S.	3	B.C.
4	6 35	5 25	2 2	22 24 57	10 15	S.E.	5	B.C.
5	6 35	5 25	1 52	22 31 50	10 59	S.S.E.	5	G.D.
6	6 35	5 25	1 41	22 38 20	11 45	S.S.E.	5	G.D.
7	6 36	5 24	1 30	22 44 26	0 27	S.	6	C.G.R.
8	6 36	5 24	1 19	22 50 8	1 10	S.S.E.	5	C.R.
9	6 36	5 24	1 8	22 55 26	1 53	S.W.	3	B.C.
10	6 36	5 24	0 56	23 0 20	2 37	S.S.E.	3	C.P.
11	6 36	5 24	0 44	23 4 49	3 59	S.W.	4	C.
12	6 36	5 24	0 32	23 8 54	5 23	S.W.	4	B.C.
13	6 36	5 24	0 20	23 12 35	6 28	S.S.E.	4	B.C.
14	6 36	5 24	0 8	23 15 51	7 34	S.E.	6	B.C.
15	6 36	5 24	0 4	23 18 42	8 24	S.E.	4	B.C.
16	6 36	5 24	0 17	23 21 9	9 1	S.E.	3	B.C.
17	6 36	5 24	0 29	23 23 11	9 38	S.E.	4	B.C.
18	6 36	5 24	0 42	23 24 48	10 18	S.E.	5	B.C.
19	6 36	5 24	0 55	23 26 1	11 0	S.E.	5	B.C.
20	6 36	5 24	1 8	23 26 49	11 44	S.E.	5	B.C.
21	6 36	5 24	1 21	23 27 12	0 29	S.E.	6	B.C.P.
22	6 36	5 24	1 34	23 27 10	1 48	S.E.	6	B.C.
23	6 36	5 24	1 47	23 26 43	2 25	S.E.	4	B.C.
24	6 36	5 24	1 59	23 25 52	3 25	S.E.	4	B.C.
25	6 36	5 24	2 12	23 24 35	4 7	S.E.	5	B.C.
26	6 36	5 24	2 25	23 22 55	5 11	E.S.E.	3	B.C.
27	6 36	5 24	2 38	23 20 49	6 18	S.E.	5	B.C.
28	6 36	5 24	2 50	23 18 19	7 4	E.	2	B.C.
29	6 36	5 24	3 2	23 15 24	7 57	S.	2	B.C.
30	6 36	5 24	3 14	23 12 5	8 38	S.E.	5	B.C.

THE LENGTH OF THE MOST CELEBRATED RIVERS.

	MILES		MILES
Mississippi (United States) ..	4442	St. Lawrence (British America)	1878
La Plata (South America) ..	2000	Rhine (Germany)	700
Nile (Africa)	2000	Thames (England)	215
[illegible]	2000	Shannon (Ireland)	200
[illegible]na)	2000	Tay (Scotland)	185

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 61·9.
3 p.m. 88·7.
9 p.m. 62·5.

Date.	Day.	Occurrences, &c.
1	M	P.O. Order system introduced into Queensland, 1862.
2	T	Derby Ministry formed in England, 1866.
3	W	Melbourne University and Public Library establish-
4	Th	American Independence, 1776. [ed, 1854.
5	F	Masonic Lodge opened at Townsville, 1866.
6	S	Pub. meeting at Bowen for fortnightly communicatn.
7	S	*Third Sunday after Trinity.* [with Brisbane, 1865.
8	M	(9) *Rockhampton Bulletin* established, 1861.
9	T	Christopher Columbus born, 1442.
10	W	(4) *Toowoomba Chronicle* est., 1861; *Ipswich Herald*,
11	Th	[now *Queensland Times*, est., 1859.
12	F	Wreck of *Cawarra* (s) at Newcastle, N.S.W., 1866.
13	S	(11) First Exhibition of Royal Agricultural Society
14	S	*Fourth Sunday after Trinity.* [at Toowoomba, 1862.
15	M	Melbourne Hospital founded, 1847.
16	T	Massacre at Cawnpore, 1857. [by *Tinonee*, 1866.
17	W	Separation League delegates went to Rockhampton
18	Th	Gold discovered in Victoria, 1851.
19	F	Drayton proclaimed a municipality, 1862.
20	S	Moreton Bay a warehousing port, 1846.
21	S	*Fifth Sunday after Trinity.*
22	M	
23	T	[overland from the Dawson, 1866.
24	W	(28) Gregory's last expedition arrived at Adelaide,
25	Th	*St. James.*
26	F	Second day of K. J. Club Race Meeting.
27	S	First Ploughing Match in Bowen, 1866.
28	S	*Sixth Sunday after Trinity.* [for Batavia, 1866.
29	M	Brig Australia sailed with cattle and sample timber
30	T	Service in Church of England for the first time, 1865.
31	W	First sale of Cleveland Bay Land at Bowen, 1865.

A person travelling may ascertain his rate of walking by the aid of a slight string with a piece of lead, at one end, and the use of a seconds watch; the string being knotted at distances of 44 feet, or the 120th part of a mile, and bearing the same proportion to a mile that half a minute does to an hour. If the traveller, when going at his usual rate, dropped the lead and suffered the string to slip through his hand the number of knots which pass in half a minute indicate the number of miles he wal[illegible] an hour. This contrivance is similar to the log line used at sea.

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
New Moon	1	7	41	a.m.	Full Moon	16	5	49	a.m.
First Quarter	9	3	24	a.m.	Last Quarter	25	0	25	a.m.

(New, 31st, 2·36 p.m.)

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time to be added to Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	6 36	5 24	3 26	23 8 21N	9 38	S.E.	5	B.C.
2	6 36	5 24	3 38	23 4 13	10 19	S.E.	6	B.C.P.
3	6 36	5 24	3 49	22 59 41	10 52	S.E.	5	C.R.
4	6 36	5 24	4 0	22 54 45	11 25	S.E.	4	C.P.
5	6 36	5 24	4 11	22 49 25	0 2	E.	3	B.C.
6	6 36	5 24	4 21	22 43 41	0 42	S.E.	4	B.C.
7	6 35	5 25	4 31	22 37 34	1 22	S.E.	3	B.C.
8	6 35	5 25	4 41	22 31 3	1 48	S.E.	4	B.C.
9	6 35	5 25	4 50	22 24 9	3 5	S.	2	B.C.
10	6 34	5 26	4 59	22 16 51	4 4	S.	2	B.C.
11	6 34	5 26	5 8	22 9 11	5 31	S.W.	3	B.C.
12	6 34	5 26	5 15	22 1 7	6 58	S.S.W.	3	B.C.
13	6 34	5 26	5 23	21 52 41	7 30	S.S.W.	2	B.C.
14	6 34	5 26	5 30	21 43 52	8 0	S.W.	2	B.
15	6 33	5 27	5 36	21 34 42	8 44	E.	2	B.C.M
16	6 33	5 27	5 42	21 25 9	9 30	E.	4	B.C.
17	6 32	5 28	5 48	21 15 14	10 14	S.E.	3	B.C.
18	6 32	5 28	5 53	21 4 58	10 43	S.E.	4	B.C.W
19	6 32	5 28	5 57	20 54 20	11 12	S.E.	3	B.C.
20	6 32	5 28	6 1	20 43 21	11 41	S.E.	4	C.
21	6 31	5 29	6 5	20 32 1	1 10	S.E.	4	C.R.
22	6 30	5 30	6 7	20 20 20	1 53	S.W.	3	C.P.
23	6 30	5 30	6 10	20 8 19	2 35	E.N.E.	3	B.C.
24	6 30	5 30	6 11	19 55 58	3 12	S.E.	3	B.C.
25	6 30	5 30	6 12	19 43 16	4 14	S.E.	3	B.C.
26	6 30	5 30	6 13	19 30 15	5 18	S.W.	3	B.C.
27	6 29	5 31	6 13	19 16 54	6 20	S.E.	4	B.C.
28	6 29	5 31	6 13	19 3 15	7 22	S.E.	5	B.C.
29	6 29	5 31	6 11	18 49 16	7 57	S.E.	4	B.C.
30	6 28	5 32	6 10	18 34 59	8 44	S.E.	4	B.C.
31	6 28	5 32	6 7	18 20 23	9 25	S.E.	4	B.C.

THE HEIGHT OF REMARKABLE MOUNTAINS

	FEET		FEET
The Himalaya (India) ..	28,000	Cross Fell (Cumberland) ..	3390
Peak of Teneriffe	12,176	Mount Dryander (Queensland)	3750
Mount Cook (New Zealand)	13,200	Hinchinbrook Island „	2500
Mount Etna (Sicily) ..	10,955	Mount Abbott „	3460
Ben Mac Dhui (Scotland)..	4390	Mount Elliott „	4075
[illegible] (Ireland) ..	3404		

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 66·0.
3 p.m. 72·3.
9 p.m. 67·2.

Date.	Day.	Occurrences, &c.
		[by new cable, 1866.
1	Th	First telegraphic message from New York to London
2	F	(4) First book printed, 1457. (3) Columbus sailed
3	S	Land sale at Cardwell. [for America, 1472.
4	S	*Seventh Sunday after Trinity.*
5	M	
6	T	
7	W	[Adelaide, 1862.
8	Th	M'Kinlay reached Port Denison overland from
9	F	Ketch *Percy* sailed for the South Sea Islands, 1866.
10	S	
11	S	*Eighth Sunday after Trinity.* Mr. J. G. Macdonald
12	M	[started overland for the Gulf, 1864.
13	T	
14	W	Queensland Acclimatization Society founded, 1862.
15	Th	Northern District Court sat, 1866. [Route, 1866.
16	F	Public meeting at Bowen relative to the Torres Straits
17	S	(20) Burke and Wills exploring party started, 1860.
18	S	*Ninth Sunday after Trinity.*
19	M	(18) Brisbane waterworks commenced, 1864.
20	T	Transportation to New South Wales ceased, 1840.
21	W	
22	Th	Union of England and Scotland, 1706.
23	F	First vessel sailed up the Yarra, 1835.
24	S	*St. Bartholomew.* Mail-ship *Hero* passed, en route
25	S	*Tenth Sunday after Trinity.* [for Batavia, 1866.
26	M	Prince Albert born, 1819.
27	T	Garibaldi landed at Mileto, 1862.
28	W	Captain Cadell went up the River Murray, 1853.
29	Th	
30	F	Torres Straits discovered, 1606.
31	S	Dalby and Bowen proclaimed municipalities, 1863.

When Sir Thomas Mitchell, in 1830, discovered the rich deposits of fossil remains in the caves of Wellington Valley, he recognized many teeth and bones similar, if not identical with, the opossums, native cats, and kangaroo rats of the present day. There were also, however, many bones and teeth quite unknown to the great traveller, and these being submitted to Professor Owen he proved the existence of a gigantic race of pachydermoid kangaroos, some of which, as the diprotodon and nototherium, must have exceeded the hippopotamus in bulk. There were also wombats of

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
First Quarter	7	4	55	a.m.	Last Quarter	23	7	15	a.m.
Full Moon	15	8	30	p.m.	New Moon	29	10	57	p.m.

Date	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time to be added sub. from Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.	
	H. M.	H. M.	M. S.	° ′ ″	H. M.				
1	6 27	5 33	6 4	18 5 29N	9 51	E.	4	B.C.	
2	6 27	5 33	6 1	17 50 18	10 25	S.E.	3	B.C.	
3	6 27	5 33	5 57	17 34 49	11 1	S.E.	3	B.C.	
4	6 26	5 34	5 52	17 19 3	11 36	S.E.	2	B.C.	
5	6 26	5 34	5 46	17 3 0	0 13	S.E.	4	B.C.	
6	6 26	5 34	5 40	16 46 41	0 46	S.E.	4	B.C.	
7	6 25	5 35	5 34	16 30 6	1 16	S.E.	6	B.C.	
8	6 24	5 36	5 27	16 13 14	2 26	S.E.	7	B.C.	
9	6 24	5 36	5 19	15 56 7	3 46	S.E.	4	B.C.	
10	6 23	5 37	5 10	15 38 45	5 6	E.	4	B.C.	
11	6 22	5 38	5 1	15 21 7	6 26	S.	3	B.C.	
12	6 22	5 38	4 52	15 3 15	7 23	E.	3	B.C.	
13	6 22	5 38	4 41	14 45 9	8 0	E.N.E.	5	B.C.	
14	6 21	5 39	4 31	14 26 48	8 39	E.	3	B.C.	
15	6 21	5 39	4 20	14 8 14	9 28	S.W.	2	B.C.	
16	6 21	5 39	4 8	13 49 26	9 56	S.E.	6	B.C.	
17	6 20	5 40	3 55	13 30 25	10 31	S.E.	4	B.C.	M
18	6 19	5 41	3 43	13 11 11	11 58	S.E.	4	B.C.	
19	6 19	5 41	3 29	12 51 45	0 23	S.E.	6	C.	
20	6 19	5 41	3 15	12 32 6	1 1	S.E.	5	B.C.	
21	6 18	5 42	3 1	12 12 15	1 59	S.E.	5	B.C.	
22	6 18	5 42	2 47	11 52 12	2 47	S.E.	4	C.B.	
23	6 17	5 43	2 31	11 31 58	3 34	E.	2	B.C.	
24	6 16	5 44	2 16	11 11 33	4 34	S.E.	4	B.C.	
25	6 16	5 44	2 0	10 50 58	5 34	S.E.	4	B.C.	
26	6 15	5 45	1 44	10 30 12	6 41	E.	3	B.C.	
27	6 15	5 45	1 27	10 9 15	7 39	E.S.E.	2	B.C.	
28	6 15	5 45	1 10	9 48 9	8 39	E.	3	B.C.	
29	6 13	5 47	0 52	9 26 54	9 33	E.N.E.	3	B.C.	
30	6 13	5 47	0 35	9 5 30	10 16	S.	2	B.C.	
31	6 13	5 47	0 16	8 43 57	10 59	S.	2	B.C.	

species, some as large as a tapir—great tiger cats, much larger than any now existing—and a curious creature said to have been a marsupial lion: this animal, as has been sufficiently proved, was not quite so formidable, and bore a considerable resemblance in its dentition to the genus Hypsiprymnus, which still retains the gigantic pre-molar tooth on which Owen founded the genus Thylaceo-leo. It is not improbable that man existed already in those days, but we know too little as yet of our bone caverns to prove this. Various species of rodents were also living at the time of the diprotodens.

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 70·9.
3 p.m. 75·7.
9 p.m. 68·1.

Date.	Day.	Occurrences, &c.
1	S	*Eleventh Sunday after Trinity.*
2	M	Moreton Bay founded by Mr. Oxley, 1824.
3	T	Gold discovered in California, 1847.
4	W	Malta taken by the English, 1800.
5	Th	First American Congress, 1773.
6	F	*Port Denison Times* published twice a week, 1865.
7	S	(8) Garibaldi entered Naples, 1860.
8	S	*Twelfth Sunday after Trinity.*
9	M	Sir Charles Darling arrived at Melbourne, 1863.
10	T	Sebastapol taken, 1855.
11	W	America discovered by Columbus, 1492.
12	Th	Sale of Port Philip land at Sydney, 1838.
13	F	Quebec taken by the English, 1759.
14	S	Duke of Wellington died, 1852.
15	S	*Thirteenth Sunday after Trinity.*
16	M	Sydney Anti-transportation Society established,
17	T	[1850.
18	W	Shock of an earthquake felt at Victoria, 1855.
19	Th	Wills buried at Cooper's Creek, 1861.
20	F	Battle of the Alma, 1854.
21	S	*St. Matthew.* Sir Walter Scott died, 1832,
22	S	*Fourteenth Sunday after Trinity.*
23	M	(22) Queensland Parliament prorogued, 1863.
24	T	(25) Relief of Lucknow, 1857.
25	W	Ipswich Grammar School opened, 1863.
26	Th	First New South Wales Railway opened, 1855.
27	F	First sod Great Northern Railway turned, 1865.
28	S	King George's Sound discovered, 1791.
29	S	*Fifteenth Sunday after Trinity. St. Michael.*
30	M	Telegraph opened between Victoria and Tasmania,
		[1859.

The lucifer match was first invented in 1827, by Mr. John Walker, a chemist and druggist, of Stockton-upon-Tees, England. He was preparing with phosphorous some lighting mixture for his own use, when by accidental friction on the hearth of a match dipped in the mixture a light was obtained. The hint was not thrown away. Mr. Faraday, it is said, first brought the discovery into practice. Mr. Walker died in 1859, aged 78 years.—"Timbs' Curiosities of Science."

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
First Quarter	6	9	24	a.m.	Last Quarter	21	7	1	p.m.
Full Moon	14	10	26	a.m.	New Moon	28	4	41	a.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time to be subt. from Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	6 12	5 48	0 1	8 22 15N	11 42	E.	2	B.C.
2	6 12	5 48	0 20	8 0 26	0 11	S.E.	4	B.C.
3	6 11	5 49	0 39	7 38 29	0 39	S.E.	4	B.C.
4	6 10	5 50	0 58	7 16 24	1 7	S.E.	3	B.C.
5	6 10	5 50	1 18	6 54 13	1 35	E.	2	B.C.
6	6 10	5 50	1 38	6 31 54	2 29	S.E.	6	B.C.
7	6 9	5 51	1 58	6 9 30	3 50	C.	0	B.C.
8	6 9	5 51	2 18	5 46 59	4 50	N.	3	B.
9	6 8	5 52	2 39	5 24 22	5 19	C.	0	B.C.
10	6 7	5 53	2 59	5 1 41	6 30	S.E.	4	B.C.
11	6 7	5 53	3 20	4 38 54	7 25	C.	0	O.M.
12	6 6	5 54	3 41	4 16 2	8 23	S.W.	4	B.C.
13	6 6	5 54	4 2	3 53 6	9 3	N.E.	4	B.C.
14	6 5	5 55	4 23	3 30 5	9 40	N.E.	4	B.C.
15	6 4	5 56	4 44	3 7 1	10 26	E.S.E.	6	C.
16	6 4	5 56	5 6	2 43 54	10 57	S.E.	5	C.
17	6 3	5 57	5 27	2 20 43	11 28	S.E.	2	C.
18	6 3	5 57	5 48	1 57 29	11 59	E.	7	C.R.N.
19	6 2	5 58	6 9	1 34 13	0 43	W.S.W.	5	B.C.
20	6 1	5 59	6 30	1 10 54	1 29	S.	3	B.C.
21	6 1	5 59	6 52	0 47 33	2 9	E.	2	B.C.
22	6 1	5 59	7 12	0 24 11	3 0	S.W.	1	B.C.
23	6 1	5 59	7 33	0 0 48	3 56	C.	0	B.C.
24	6 0	6 0	7 54	0 22 36S	5 19	N.E.	3	B.C.
25	5 59	6 1	8 14	0 46 0	6 7	C.	0	B.C.
26	5 59	6 1	8 35	1 9 25	7 32	E.N.E.	4	B.C.M
27	5 57	6 3	8 55	1 32 50	8 26	S.E.	4	B.C.
28	5 57	6 3	9 15	1 56 14	9 30	N.	3	B.C.
29	5 57	6 3	9 35	2 19 38	10 3	N.N.W.	3	B.C.
30	5 56	6 4	9 54	2 43 0	10 58	C.	0	B.C.

The tides about Port Denison are greatly influenced by the strength and force of the winds outside the Great Barrier Reef.

An eclipse of the sun, March 5th, invisible in Australia.

A partial eclipse of the moon, March 19th, invisible in Australia.

Total eclispe of the sun, August 28th, invisible in Australia.

Partial eclipse of the moon, September 13th, invisible in Australia

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 78·7.
3 p.m. 81·4.
9 p.m. 77·4.

Date.	Day.	Occurrences, &c.
1	T	[opened at Bowen, 1864.
2	W	Siege of Sebastopol, 1854. Bank of New South Wales
3	Th	(4) Benevolent Asylum opened at Sydney, 1821.
4	F	[357, 1865.
5	S	Census of Bowen and environs, adults, 969; children,
6	S	*Sixteenth Sunday after Trinity.* [Bay, 1865.
7	M	Sir G. F. Bowen passed, on his way to Rockingham
8	T	Kennedy, Mitchell, Clermont, Warrego, Rockhamp-
9	W	[ton, and Marybro' procl. electoral dists., 1864.
10	Th	(11) Port of Cleveland Bay proclaimed, 1865.
11	F	Kennedy Freemasons' Lodge inaugurated, 1865.
12	S	(8) Rockhampton made Port of entry, 1858.
13	S	*Seventeenth Sunday after Trinity.*
14	M	*Peak Downs Telegram* established, 1864.
15	T	(7) First sale of Port Denison lands in Brisbane, 1861.
16	W	Port Denison discovered by Captain Sinclair, 1859.
17	Th	First Victorian Exhibition, 1854.
18	F	*St. Luke.*
19	S	First drays brought over Cunningham's Gap, 1840.
20	S	*Eighteenth Sunday after Trinity*
21	M	Victoria River discovered, 1839. [1864.
22	T	First instalment (100 coils) telegraph wire received,
23	W	First Parliament of Great Britain met, 1707.
24	Th	(25) Battle of Balaclava, 1854. [School, 1864.
25	F	Public meeting at Bowen in favour of National
26	S	*Royal Charter* wrecked at Moelfra Bay, Wales, 1859.
27	S	*Nineteenth Sunday after Trinity.*
28	M	*St. Simon and St. Jude.*
29	T	Opening of the first Queensland Exhibition, 1861.
30	W	Tower of London burnt, 1841.
31	Th	First telegram from Melbourne to Sydney, 1858.

Recent experiments have proved that lights of equal intensity require very different lengths of time to generate the same quantity of carbonic acid. Olive oil requires 72 minutes to produce the quantity that is generated by Russian tallow in 75 minutes; common French Tallow in 96; whale oil in 76; stearic acid in 77; wax candles in 79; spermaceti in 83; gas from common coal in 98; and gas from cannel coal in 152. This proves that, contrary to the usual opinion, coal gas is the least unhealthy of all ordinary lights.

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
First Quarter	6	4	10	a.m.	Last Quarter	20	7	9	p.m.
Full Moon	13	11	17	p.m.	New Moon	27	10	56	p.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time to be subt. from Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	5 56	6 4	10 14	3 6 20S	11 37	N.N.E.	3	B.C.
2	5 55	6 5	10 33	3 29 38	0 42	N.W.	4	C.P.
3	5 54	6 6	10 51	3 52 54	0 42	S.S.E.	3	C.U.
4	5 54	6 6	11 10	4 16 7	1 30	S.E.	8	B.C.
5	5 53	6 7	11 28	4 39 17	2 29	S.E.	5	B.C.
6	5 53	6 7	11 45	5 2 24	3 41	E.S.E.	6	B.C.
7	5 52	6 8	12 3	5 25 27	4 49	E.	7	B.C.
8	5 51	6 9	12 20	5 48 25	6 0	S.S.E.	5	C.G.
9	5 51	6 9	12 36	6 11 19	6 54	C.	0	C.R.
10	5 51	6 9	12 52	6 34 8	7 30	S.E.	4	B.C.
11	5 50	6 10	13 8	6 56 52	8 0	S.E.	4	B.C.
12	5 50	6 10	13 23	7 19 30	8 49	E.	3	B.C.
13	5 48	6 12	13 38	7 42 1	9 40	S.E.	2	C.R.
14	5 48	6 12	13 52	8 4 27	10 14	E.	5	B.C.
15	5 48	6 12	14 6	8 26 46	10 48	E.	4	B.C.
16	5 47	6 13	14 19	8 48 57	11 23	C.	0	B.
17	5 47	6 13	14 31	9 11 2	0 9	N.N.E.	3	B.C.
18	5 46	6 14	14 43	9 32 58	0 45	S.W.	2	B.C.
19	5 45	6 15	14 54	9 54 46	1 36	W.	3	B.
20	5 45	6 15	15 5	10 16 26	2 56	W.	4	B.C.
21	5 45	6 15	15 15	10 37 56	4 7	E.	5	B.C.
22	5 44	6 16	15 24	10 59 18	5 31	S.E.	8	B.C.
23	5 44	6 16	15 32	11 20 29	6 13	S.E.	8	C.U.
24	5 42	6 18	15 40	11 41 30	6 55	S.E.	5	B.C.P.
25	5 42	6 18	15 48	12 2 21	7 55	E.	5	B.C.
26	5 42	6 18	15 54	12 23 1	8 44	S.E.	4	B.C.
27	5 41	6 19	16 0	12 43 29	9 34	E.S.E.	4	B.C.
28	5 41	6 19	16 5	13 3 46	10 9	E.S.E.	3	B.C.
29	5 40	6 20	16 9	13 23 50	10 48	N.E.	3	B.C.
30	5 39	6 21	16 12	13 43 41	11 57	S.E.	5	B.C.
31	5 39	6 21	16 15	14 3 20	0 59	S.E.	4	B.C.

POPULATION OF VARIOUS COUNTRIES.

Great Britain and its possessions	155,560,000	Spain	12,000,000
Russia	40,000,000	Italy	23,000,000
Austria	35,000,000	Turkey	15,000,000
Prussia	15,000,000	Asia	500,000,000
France	35,000,000	Africa	80 to 100,000,000
		America ..	40 to 50,000,000

MEAN TEMPERATURE OF MONTH (1864.)
9 a.m. 79·2.
3 p.m. 82·4.
9 p.m. 78·6.

Date.	Day.	Occurrences, &c.
1	F	*All Saints Day.*
2	S	*Warwick Argus* established, 1865.
3	S	*Twentieth Sunday after Trinity.*
4	M	(3) *Great Eastern* steamship launched, 1857.
5	T	(11) First Victorian Legislature opened, 1857.
6	W	[South, 1861.
7	Th	(9) Telegraphic com. between Queensland and the
8	F	Circuit Court at Rockhampton proclaimed, 1862.
9	S	Sherry and Brown's Saw Mill commenced working,
10	S	*Twenty-first Sunday after Trinity.* [1865.
11	M	(10) Moreton Bay visited by Governor Brisbane, 1824.
12	T	Steamer *Amy* arrived from Brisbane, 1864.
13	W	Colony of North Australia proclaimed, 1846.
14	Th	First Bank opened at Queensland, 1850.
15	F	Capt. Cook took possession of New Zealand, 1769.
16	S	Commander Logan murdered by the blacks, 1836.
17	S	*Twenty-second Sunday after Trinity.*
18	M	Last convict ship *(Eden)* arrived in Sydney, 1840.
19	T	(17) First sale of Rockhampton lands in Sydney,
20	W	Madras lighted with gas, 1859. [1858.
21	Th	Maryborough *Chronicle* established, 1860.
22	F	Heavy fall of snow at Hobart Town, 1849.
23	S	(24) Mr. J. G. Macdonald arr. overland from Gulf of
24	S	*Last Sunday after Trinity,* [Carpentaria, 1864.
25	M	One ton of copper ore shipped by Seaward and Marsh
26	T	[for assay in Melbourne, from Mt. Wyatt, 1865.
27	W	Pacific Ocean discovered, 1519.
28	Th	(30) Emperor of the French married, 1853.
29	F	London *Times* printed by steam, 1814.
30	S	*St. Andrew's Day.*

In the time of William the Conqueror the English pound was a pound weight of silver coined into 20 shillings; now a pound is worth less than four ounces of silver, and the pound of silver is coined into 66 shillings. The following is the scale of reductions taken from Lord Liverpool's treatise on coin:—28th—Edward I. 1 lb. of silver was coined into 20s. 3d.; 18th—Edward III., into 22s.; 13th—Henry IV., into 30s.; 18th—Henry VIII., into 45s; 2nd—Elizabeth, into 60s.; 56th—George III., into 66s.

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
First Quarter	5	0	10	a.m.	Last Quarter	19	2	58	a.m.
Full Moon	12	11	2	a.m.	New Moon	26	3	4	p.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time to be subt. from Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	5 39	6 21	16 17	14 22 45S	1 50	E.S.E.	6	B.C.
2	5 38	6 22	16 18	14 41 51	2 30	E.S.E.	5	B.C.
3	5 38	6 22	16 18	15 0 52	3 17	E.	4	B.C.
4	5 38	6 22	16 18	15 19 34	3 50	E.S.E.	4	B.C.
5	5 37	6 23	16 16	15 38 1	4 46	E.S.E.	5	B.C.
6	5 36	6 24	16 14	15 56 12	5 50	E.N.E.	3	B.C.
7	5 36	6 24	16 11	16 14 7	6 58	N.E.	3	B.C.
8	5 36	6 24	16 8	16 31 45	7 12	N.N.W.	3	B.C.
9	5 34	6 26	16 3	16 49 7	7 58	N.	3	B.C.
10	5 34	6 26	15 58	17 6 12	8 30	E.	4	B.C.
11	5 34	6 26	15 52	17 22 59	8 59	S.E.	4	C.P.
12	5 33	6 27	15 44	17 39 28	9 35	E.N.E.	6	C.P.
13	5 33	6 27	15 37	17 55 39	10 1	S.E.	4	B.C.
14	5 33	6 27	15 28	18 11 31	10 27	E.	5	B.C.
15	5 32	6 28	15 18	18 27 3	11 4	E.S.E.	4	B.C.M
16	5 31	6 29	15 8	18 42 17	11 40	C.	0	B.C.
17	5 31	6 29	14 56	18 57 11	0 19	N.N.W.	4	B.C.
18	5 31	6 29	14 44	19 11 44	0 56	E.N.E.	4	B.C.
19	5 31	6 29	14 31	19 25 57	1 36	E.S.E.	4	B.C.
20	5 30	6 30	14 17	19 39 48	2 12	S.E.	5	B.C.
21	5 30	6 30	14 2	19 53 19	3 42	E.S.E.	5	B.C.
22	5 30	6 30	13 47	20 6 27	4 47	S.E.	5	B.C.P.
23	5 30	6 30	13 30	20 19 14	5 42	S.E.	6	C.P.
24	5 29	6 31	13 13	20 31 38	7 57	C.	0	C.P.T.L.
25	5 28	6 32	12 55	20 43 39	8 51	E.N.E.	4	B.C.
26	5 28	6 32	12 37	20 55 17	9 31	E.	4	C.P.T.L.
27	5 28	6 32	12 17	21 6 32	10 12	N.E.	5	C.P.T.L.
28	5 28	6 32	11 57	21 17 23	10 55	S.E.	7	C.P.
29	5 27	6 33	11 36	21 27 49	11 27	E.S.E.	6	B.C.
30	5 26	6 34	11 14	21 37 51	0 30	E.S.E.	5	B.C.

DISTANCE FROM THE JETTY TO

Dalrymple Point, 9·10ths of a mile
Adelaide Point, 3 miles
Thomas Island, 4 2·10ths miles
Stone Island (spit), 1 7·10ths mile
North Head Island, 1½ mile
Holborn Island, 21 miles
Gloster Island, 11 miles
Mount Dryander, 23 miles
" Abbott, 30 miles
Middle Island, 7 miles
Round all the Buoys of Stone Island, 7½ miles.

MEAN TEMPERATURE OF MONTH (1868.)
9 a.m. 79·9.
3 p.m. 82·8.
9 p.m. 78·3.

Date.	Day.	Occurrences, &c.
		[arrived, 1865.
1	S	*Advent Sunday.* Immigrant ship *Montmorency*
2	M	Brisbane River first explored by Oxley, 1823.
3	T	Leichhardt left back country on his last expedition,
4	W	Re-establishment of French Empire, 1852. [1846.
5	Th	Telegraph opened from Melbourne to Geelong, 1854.
6	F	Tasman sailed from Tasmania, 1642.
7	S	First sale of Moreton Bay land in Sydney, 1842.
8	S	*Second Sunday in Advent.* [1825.
9	M	(10) Tasmania separated from New South Wales,
10	T	Queensland Sep. Day, Sir G. F. Bowen arr., 1859.
11	W	Llamas introduced into Moreton Bay, 1858.
12	Th	Cromwell made protector, 1653. [England, 1848.
13	F	First Govt. Immigrant ship arr. in Moreton B., from
14	S	Albert, Prince Consort, died, 1861.
15	S	*Third Sunday in Advent.*
16	M	Hinchingbrook Channel explrd. by A. Inksta, 1864.
17	T	(15) Rockhampton proclaimed a municip[illegible]lity, 1860.
18	W	Copper ore discovered in West Australia, 1846.
19	Th	Fitzroy River first navigated, 1855. [1860.
20	F	First Act Secession by Southern States of America,
21	S	*St Thomas.* First attempt at steam navigation, 1736.
22	S	*Fourth Sunday in Advent.* Hugh Miller died, 1856.
23	M	(25) Sir Isaac Newton born, 1642.
24	T	First All-England Eleven arrived at Melbourne.
25	W	Christmas Day.
26	Th	*St. Stephen.*
27	F	*St. John Evangelist.* (28) Lord Macaulay died, 1859.
28	S	*Innocents' Day.* [proclaimed a colony, 1836.
29	S	*First Sunday after Christmas.* South Australia
30	M	Sydney Exchange opened, 1857.
31	T	Sir Charles Hotham died, 1855.

By Mr. Bessemer's process, molten iron just from the cupola is converted, without fuel and literally at a breath, into such steel as could not be made in many weeks upon the old method. The great improvement that we may expect in the manufacture of wrought iron is in bringing it by Mr. Bessemer's process from cast iron directly into a malleable ingot. Before we can ever depend upon the integrity of large masses of malleable iron we must be able to bring them at once from the fluid state into a form approximating to that which they are intended finally to have.—*The Engineer.*

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
First Quarter	4	8	13	p.m.	Last Quarter	18	1	27	p.m.
Full Moon	10	10	2	p.m.	New Moon	26	9	32	a.m.

Date.	Apparent Time. Sun Rises.	Apparent Time. Sun Sets.	Equation Time to be subt. added to Apparent Time.	Sun's Declination.	High Water.	Weather during 1865. Winds.	Force.	State.
	H. M.	H. M.	M. S.	° ′ ″	H. M.			
1	5 26	6 34	10 52	21 47 29S	1 1	S.E.	4	B.C.
2	5 26	6 34	10 29	21 56 41	2 30	E.S.E.	4	B.C.
3	5 26	6 34	10 6	22 5 28	3 42	E.S.E.	3	B.C.
4	5 26	6 34	9 42	22 13 49	4 34	E.S.E.	3	B.C.
5	5 26	6 34	9 17	22 21 44	5 25	S.E.	2	B.C.
6	5 26	6 34	8 52	22 29 13	6 20	N.E.	3	B.C.
7	5 25	6 35	8 27	22 36 16	7 15	E.S.E.	4	B.C.L.
8	5 25	6 35	8 1	22 42 52	7 48	S.E.	5	B.C.
9	5 24	6 36	7 34	22 49 2	8 15	E.S.E.	4	B.C.
10	5 24	6 36	7 7	22 54 44	9 40	N.N.E.	3	B.C.
11	5 24	6 36	6 40	22 59 59	10 17	N.	4	B.
12	5 24	6 36	6 12	23 4 47	10 54	N.	4	B.
13	5 24	6 36	5 44	23 9 7	11 31	N.N.E.	4	B.C.L.
14	5 24	6 36	5 15	23 13 0	0 8	N.N.E.	3	C.T.L.
15	5 24	6 36	4 46	23 16 24	0 48	N.N.E.	3	B.C.L.
16	5 24	6 36	4 17	23 19 22	1 24	S.W.	3	B.C.P.L.
17	5 24	6 36	3 48	23 21 51	2 18	N.W.	5	C.L.
18	5 24	6 36	3 19	23 23 51	3 9	N.N.E.	2	B.C.
19	5 24	6 36	2 49	23 25 24	4 1	N.N.W.	5	B.C.
20	5 24	6 36	2 19	23 26 28	5 7	N.W.	4	B.C.
21	5 24	6 36	1 49	23 27 5	6 14	N.W.	3	B.C.
22	5 24	6 36	1 19	23 27 13	7 5	N.W.	4	B.C.
23	5 24	6 36	0 49	23 26 52	7 20	N.	4	C.P.
24	5 24	6 36	0 19	23 26 4	7 50	E.	4	C.P.
25	5 24	6 36	0 10	23 24 47	8 40	S.E.	6	C.P.
26	5 24	6 36	0 40	23 23 2	9 38	S.E.	9	C.P.
27	5 24	6 36	1 10	23 20 48	10 15	S.E.	8	C.P.
28	5 24	6 36	1 40	23 18 7	10 52	S.E.	8	B.C.
29	5 24	6 36	2 9	23 14 57	11 39	S.E.	8	C.P.
30	5 24	6 36	2 38	23 11 19	0 14	S.E.	7	C.P.
31	5 24	6 36	3 7	23 7 14	0 54	S.E.	8	C.P.

The tides are caused by the attraction of the sun and moon, principally by the latter. The tides produced by the sun and moon coincide at the time of full and new moon, and the consequence is that the tides at those times are higher.

When the moon is at her least distance from the earth the tides, of course, are greater than usual, and when the full and change of the moon happen about the beginning of January, when the sun is also nearest the earth, the tides are the greatest of all. The nearer the moon passes the zenith of any place the greater are the tides which she produces at that place

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HISTORY OF PORT DENISON, FROM ITS FIRST SETTLEMENT.

In this unpretending history of Port Denison and the neighbouring portions of Northern Queensland we have no intention of commencing, as has been the custom of many historians, with the creation of the world, nor with the universal deluge, nor shall we even take more than a cursory glance at the time when the Dutch, Anno Domini 1606, discovered Torres' Straits and other parts of Australia, and when the gallant Dirk Van Hartirk buried under a tree on the coast of what was subsequently called New South Wales, a metal plate, engraved with his own name and that of his good ship, which plate has since been stolen by our polite but unscrupulous Gallic neighbours, and added to other ill-gotten treasures in the Louvre, or some other museum in Paris. Nor shall we do more than allude to the explorations made on these coasts by the Spaniards, who christened this very portion of them of which we now write the land of the Holy Ghost, as may be seen by reference to charts not much more than one hundred years old. Such meagre information respecting those earlier times as is attainable has been carefully collected by the authors of numerous histories of Australia, where it may be found by the curious in those matters. For our part we do not think that it would be sufficiently interesting to the majority of our readers to warrant us in devoting to it any considerable portion of our limited space; we shall, therefore, commence with times immediately preceeding the permanent occupation and settlement of this portion of Australia as a dependency of the British Crown.

In compiling this narrative we have been indebted for assistance, in the first place, to a correspondent of the *Port Denison Times*, who, in December, 1865, addressed to the editor of that newspaper a compilation which he had carefully gathered from various sources, and which may be considered thoroughly reliable; in the second place, to Mr. Pugh's brief sketch of the history of Queensland, appended to the first editions of his "Queensland Almanac," from which we have extracted much valuable information; and last, not least, to some of the older residents of Port Denison, who have had personal experience of the whole of what may be called the Historic Period of Northern Queensland. We have been in all cases particularly careful to insert nothing for the truth of which we have not unexceptionable authority.

In theforenoon of the 15th. they proceeded up the bay and in the the evening anchored in a well sheltered inlet by the conical hill (Ben Lomond)in three fathoms of water. On the 16th. they went on with their examination of the bay, passed two islands (Poole Island and Thomas Island)going between the second and the mainland, and in the evening anchored in smooth water in a well sheltered position under a third (Stone)island. They were in Port Denison. The harbour they sought was before and around The harbour which by Lieut. Smith and G.E. Dalrymple Esq on the occasion of their visit in the the Spitfire in 1860, for the information of the government, was certified as the suitable position for the capital of the northern settlements, and the harbour which now is the boast of Bowen. The 17th and 18th were spent in examining the harbour and sketching it as far as the means at their command and the annoyances of the numerous blacks would permit. And thus having satisfactorily accomplished the great object of their voyage on the 19th, they made sail to return. After boxing about for some time among Cumberlands Islands, they arrived back in KEppelBay on the 31st of October.

Governor Bowen had just arrived in Sydney-the new port would be in Queensland, and to the future Governmentof Queenslandthat was to be they must carry their claim and application s Most politely were they handed over and introduced to Sir George Ferguson Bowen,governor Elect of the then embryo Queensland, who gave the and their claims a most gracious reception- expressed much interest in their affairs,and dismissed them with flattering hopes and bright prospects Prospects and hopes alike unsub stantial and delusive to the present day With respect to claiming country their fate was ,ifanything, even worse The tenders received at Sydney were of course passed to the office of the new colony at Brisbane. On the organisation of the Queensland Government a proclamation was issued, withdrawing the Kennedy District from occupation and the tenders previously received were returned to the tenderers Such it appears is the sovereignty of the law and offical good faith in colonial affairs. That there was and is a good equitable claim for reward is I believe as easily demonstrated as that the discovery was valuable and of importance. That the tenders sent in were good under the

depôt party returned to the settlements themselves in a great state of want. They left but a day or two before the arrival of the party from Carpentaria—Burke, Wills, and King—who were, however, too weak to follow them. Of these, Burke and Wills succumbed, but King managed to sustain life with a native esculent called "nardoo," which he prepared with great labour, until he was rescued by Mr. Howitt, who had been sent in search of the missing explorers, simultaneously with three other parties under the guidance of Messrs. Landsborough, Walker, and M'Kinlay, respectively. Of these, Mr. Landsborough went by sea to the Albert River, Gulf of Carpentaria, where he formed a depôt for the use of the various parties, and started thence in a southerly direction for a known landmark called Central Mount Stuart; Mr. Walker started from Rockhampton for the Albert River depôt, and Mr. M'Kinlay started from Adelaide, and eventually made the same rendezvous. Of these expeditions we shall have occasion to make further mention in the course of our narrative. Of the other two to whose names we have alluded, Mitchell and Gregory, the latter is still alive, Surveyor-General of Queensland, and long may he live to enjoy his well-earned repose. Sir Thomas Mitchell, though he earned a world-wide fame for Australian travel, confined his explorations principally to the tracts comprised in the present colonies of New South Wales and Victoria, and therefore we are less concerned with them than with the others. We have yet amongst us, also, men who have earned deserved fame by heroic energy and endurance, and the field is as yet by no means closed for their exertions. Such are Landsborough, Walker, and M'Kinlay, Jardine, and Macdonald, and many others *quos nunc perscribere longum est*, and even when the time comes that there is no country left to explore we trust that the pluck and endurance that carry men through such arduous enterprises may yet remain amongst us, and be appreciated at its true value.

But, to proceed with our more immediate task, the history of Port Denison, we quote from the correspondent of the *Port Denison Times*, above referred to :—

"DISCOVERY OF PORT DENISON.

"To the Editor of the *Port Denison Times*.

"It is comparatively but a few years since the country comprised in the Kennedy district was first trodden by the foot of the white. If we except the occasional landing of marine explorers, the district was first reached by Leichhardt, who traversed the valley of the Sutter and Upper Burdekin Rivers

in 1845. In 1847 Sir Thomas Mitchell touched upon its south-western extremity, and penetrated some distance along the Belyando from near its source. Gregory, in 1856, entered it from the westward, and, touching upon the routes of both Leichhardt and Mitchell, passed through the interior towards the southern extremity. Landsborough also penetrated from the direction of Fort Cooper into the country on the upper waters of the Bowen, which river he discovered and named the "Bonnar," believing it to be a coast river flowing into the sea in the neighbourhood of Repulse Bay. On 17th November, 1859, the Kennedy district was defined and declared open for pastoral occupation by proclamation of the Governor of New South Wales, of which colony it was then a part. Parties were then organized to explore the new district for the purpose of run speculations. One of these, under the leadership of a Mr. Campbell, traversed as far, I believe, as the country on the Fanning River. Another, under Mr. Dalrymple, in the latter part of 1859 and first part of 1860, followed the Upper Burdekin, I believe as far as the Perry, and reached the coast on Upstart Bay, returning by way of the Bowen River towards Fort Cooper. Still along this entire extent of seaboard no available port had thus far been discovered; and as surveying and other vessels had frequently explored this part of the coast, and sometimes with special reference to finding a harbour so much wanted, it was believed and confidently asserted by many that no such harbour existed. In this state of things, about the time that Mr. Dalrymple's party left Rockhampton, some articles appeared in the Sydney papers which were understood to intimate that the Colonial Government would give a liberal reward for the discovery of a port available for maritime intercourse with this part of the country. Relying for compensation on the prospect thus held out, Captain H. D. Sinclair determined to attempt the accomplishment of the object desired, and, in August, 1859, prepared to leave the Fitzroy River on a coasting voyage of discovery to the north in the small schooner Santa Barbara, of which he was master and owner. This he proposed to undertake in company with Mr. Thomas (late of Bowen) as his mate, they two forming the entire complement on board the Santa Barbara for this adventurous voyage. Two persons were evidently insufficient in all discretion to undertake such a voyage, even had the vessel been sufficiently furnished in every other respect, which was not the case. Two others, however (James Gordon and Benjamin Poole, then of Rockhampton), proposed to join in the venture and combine run speculations on the coast country with the search for an available port. An ar-

rangement to this purpose was effected. The little craft was furnished to the best of their joint ability, and on the first day of September, 1859, the Santa Barbara left Rockhampton on a voyage of discovery to the north, with a complement of four, all told: H. D. Sinclair, master; W. H. Thomas, seaman; and James Gordon and Benjamin Poole as passengers. On the second day they anchored at the Pilot Station, Curtis Island. At this place two Curtis Island natives were induced to join them. On the 3rd they got under weigh, but a strong N.N.E. wind and a heavy sea setting in, they had to bear up for the anchorage they had just left at the Pilot Station. On the 6th they again got under weigh, and at noon anchored off Cape Keppel. Here the blacks appeared to have had enough of the voyage, and, getting on shore, they fairly bolted. On the 7th the Keppel Islands were made. There, exploring the group by sea and ashore, the party remained till the 14th, when they again made sail, and after a stormy passage, in which the mainsail was split and the boat damaged, early on the morning of the 15th they anchored in Port Bowen. On the 16th they repaired damages, and in the evening again made sail. Bearing inside the islands, they passed Cape Townsend, and on the night of the 17th anchored under the west side of Percy Island No. 1, with calm weather but a black and threatening sky. Shortly after anchoring a severe thunderstorm came on, with an increasing wind which suddenly shifted to the west, and blew with great violence. The sails were close-reefed, and an unsuccessful attempt made to weigh the anchor. About two o'clock on the morning of the 18th, the wind continuing to increase, the sea breaking over the vessel, and giving reason to fear that she could not ride it out, all hands came on deck, the hatches were battened down, and preparations made to give her a chance under canvas in the last emergency. At length daylight broke, at once revealing the grandeur and peril of the position and facilitating the efforts to escape. Sail was made and used to ease the strain upon the cable till the anchor was recovered. In half-an-hour more they were clear of the N.W. point of the island, and by ten o'clock they were anchored safely in the boat harbour of Percy Island No. 2, having blown away their outer jib and sprung their jib-boom on the passage. Five days were spent here in repairing damages, recruiting wood and water, and exploring the island. On the morning of the 24th got under weigh with light north-easterly winds, and on the evening of the 25th anchored to the westward of the largest of the Cumberland Islands, where they remained till the morning of the 27th, when sail was again made, and early in the afternoon of

the same day (having passed to windward of Gloucester Island) they anchored under the western side of Middle Island, in Edgecombe Bay. Early on the 28th they got under weigh, steering W.N.W. About noon a reef extending out some distance was passed. In this neighbourhood (now Queen's Beach) communication was had with some natives, who were understood to say that there was abundance of fresh water in a creek some two miles to the N.W. Passing on close by Point Abbott, on the evening of the same day they anchored under Cape Upstart. The 28th was spent in examining the entrance to the Wickham (Burdekin) River and the adjacent coast, but it coming on to blow hard from the northward and eastward, in the evening they again brought up under Cape Upstart. From September 30th to October 10th was spent in exploring the shores of Upstart Bay, but without any satisfactory result. The blacks also were very troublesome, at one time attempting to seize or intercept the small boat while exploring the creeks which open into the bay, and on another occasion attempting to force their way on board the schooner by means of a canoe when Thomas was left alone in charge, and from which they only desisted on observing the small boat with the other three men heave in sight on its return, and perceiving also that something besides sound might result from the discharge of firearms, as Thomas resorted to the use of ball instead of blank cartridge which he had tried at first.

"Having now spent ten days in the exploration of the shores of Upstart Bay, unsuccessfully as far as the discovery of any suitable harbour was concerned, on the 11th they again made sail for Edgecombe Bay. Early on the morning of the 15th a sea broke aboard the small boat while towing astern, which carried away her gunwales and upper works, leaving the bottom almost a complete wreck. At six o'clock the same morning they anchored at Middle Island. On the 14th made sail and by noon anchored in Gloucester Island Passage. Here the journal says, 'The natives came off in canoes and brought us two casks of water, for which we gave them two tomahawks and sundry articles of wearing apparel. They appeared very anxious for us to go ashore, which we declined.' Early the following morning the natives again came on board and seemed anxious to persuade the whites to go ashore. Failing in this they offered to bring more water. The Journal says, 'We gave them the bucket and they soon returned. Two of them jumped on deck, the one going forward and the other aft. They then called another canoe alongside, when it was discovered that the two men in the

canoe were armed as well as the two on board, their arms, including the tomahawks they had got from us, being secreted beneath the shirts we had given them. As soon as they were detected the two on board sprang overboard and were allowed to depart unmolested.' In the forenoon of the 15th they proceeded up the bay, and in the evening anchored in a well-sheltered inlet by the conical hill (Ben Lomond) in three fathoms of water. O[illegible]

[illegible] that the discovery [illegible] the tenders sent in were good under the then law there can, I believe, be no doubt, and their subsequent rejection can only be justified by the practice which makes the law of the land, and persons relying upon them the sport of official schemes.

"Whether there is in Queensland or any part of it the spirit or disposition to redeem honorary obligations, or in any way make amends for official misdeeds in this case remains to be seen. If there is, and it were well when done it were well it were done quickly. Delay may as effectually prevent justice as perverseness, and a debt which is not paid while the payment may be useful—perhaps necessary—might, for all good purposes, as well never be paid at all. And in this case, one at least (Thomas), of the small party of enterprising and unrewarded, though successful adventurers, has already passed beyond the reach of either justice or generosity.

"Your humble servant,

"THE COMPILER."

"*December* 20, 1865."

This brings us down to nearly the close of 1859, the date of the separation of Queensland from New South Wales.

now in office, and apparently, much to Mr. Cowper's indignation, his successors did not consider themselves bound by his (Cowper's) honorary official engagements. Still, they had no doubt the claim was very just. But then, again, separation was about to take place—Governor Bowen had just arrived in Sydney—the new port would be in Queensland, and to the future Government of Queensland that was to be they must [illegible] politely were they

[illegible] place in the Cumberland group, Captain Sinclair nearly lost his life by the hands of the blacks. Two natives came up to where he had landed, and, after a pantomimic conversation for some time, Captain Sinclair rashly accompanied them away for some distance up a steep scrubby hill, when of a sudden he was almost stupefied by a severe blow on the head from a stone. Bleeding profusely, and at a rate on such a place almost incredible, he descended the hill pursued by a shower of stones from the blacks, who only left on the prompt appearance of two of Sinclair's companions.

"On their arrival in Rockhampton the report of the newly-discovered harbour was made public. The principal parties interested proceeded to Sydney, where the journals of the expedition were published in the *Morning Herald* of the latter part of November, 1859, and steps were taken to secure the hoped-for advantages and reward. Mr. Cowper at once admitted the justness of the claim for a reward, but promises, upon which the expectations were founded, had not been officially *formal*, and in the meantime there had been a change of ministry. Mr. Cowper, who had made the promises, was not

By an inspection of the map of Queensland it will be seen that the principal districts of this portion of the colony are named after eminent men who have done good service to their country, and to mankind in general, by exploring these valuable portions of Australia, and so taking the first step towards bringing them within the influence of that civilization by which their natural resources will be developed, and they themselves probably become at no distant date the home of a flourishing and powerful people. Thus the northernmost portion of Queensland, including York Peninsula, is named after the illustrious voyager Captain Cook, who in 1770 careened his good ship, the Endeavour, in the mouth of a river running into the sea on the eastern side of that peninsula, in lat. 16° S., and gave the river the name of his ship, which name it bears to this day. To this great navigator we also owe the names of all the most remarkable bays, headlands, and islands on the eastern coast of Australia—such as Moreton Bay, Sandy Cape, Breaksea Spit, Keppel Bay, Cape Palmerston, Edgecombe, Cleveland, and Rockingham Bays, Cape Upstart, &c., &c. Indeed, all or nearly all names along this coast, now as familiar in our mouths as household words, are due to him. He named them in 1770, when also he made those wonderful surveys, the accuracy of which is the admiration of modern hydrographers, who, notwithstanding the increased accuracy of their instruments and the wonderful advance that has been made in mathematical knowledge in modern times, are unable to impeach the accuracy of Captain Cook's charts even when supplementing them, filling in details which were not required in 1770.

To the southward of Cook-lie, on the west, the district of Burke, on the east that of Kennedy, and to the southward of these again are the districts of Leichhardt, Gregory, and Mitchell, all named after men of note as explorers. In 1847 and 1848 Kennedy made many valuable explorations of this

started on his last excursion. Of him we know not certain whether he is alive or dead; all that we do know is that since 1848 nothing has been heard either of him or of his party. This does not of itself prove that they are all dead, nor is it even improbable that some of them are yet alive amongst some of the blackfellows in the interior, as several instances have occurred of white men living with the black fellows for eighteen years and more.

During 1865, an expedition was fitted out, somewhat tardily, it is true, in the hope that if they failed in discovering Leichhardt himself, or some one or more of his companions, they might at least find some trace of them, and learn what their fate has been. The expenses of this expedition were defrayed by subscriptions, in the raising of which, and, indeed, in the general management of the whole concern, the ladies of Victoria, with praiseworthy energy, generously interested themselves. We are sorry to say that the original leader of this search-expedition (Mr. D. M'Intyre) lost his life, having died at Gilliott Creek, in the Flinders Country, on the 4th of June, 1866. Two gentlemen, Dr. Ascher White and Mr. Ives, arrived in Port Denison on the 17th September of that year, *en route* to join the party at a station on the Flinders belonging to Mr. M'Intyre's brother. They had the fervent wishes of the whole of Australia for a successful issue of the arduous task they undertook. Burke, as most of our readers are aware, was the leader of the first expedition that accomplished the feat of crossing Australia from South to North, leaving Melbourne on the 20th August, 1860, and reaching the Gulf of Carpentaria, February, 1861. In September of the same year they reached Cooper's Creek, on their return journey, in a state of great exhaustion. Here they had left a depôt of provisions, and a party to guard the depôt and await their return. Unfortunately, being away longer than they expected, the provisions ran out, and the

In August, 1860, an expedition, of which Mr. J.W. Smith, R.N. (late master of H.M.S. Herald, a surveyor of much experience in this and the neighbouring colonies, who, as is too frequently the case with British worthies, had been but poorly rewarded for his services), and Mr. G. Dalrymple, then commissioner of Crown Lands, were the principal members, was sent out for the purpose of exploring the embouchure of the Burdekin. They found that that river was not available for navigation on account of the shoalness of water at its mouth and for some distance from the coast, but reported favourably of the newly-discovered harbour of Port Denison. It was not until late in 1861 that Mr. Dalrymple discovered that a river emptying itself into the sea in Upstart Bay, lat. 19° 30′ S., and previously called the Wickham, was the true mouth of the Burdekin. Early in that year the Government of Queensland fitted out an expedition for the formation of a settlement at Port Denison, the chief direction of which was entrusted to Mr. Dalrymple. The Jeanie Dove was chartered by the Government to convey a number of officials and settlers from Brisbane. On the 24th of March she picked up Mr. Clarendon Stuart (the Government Surveyor) and some others at Rockhampton; and, after sundry adventures, arrived in Port Denison on the 29th of that month. Here they found Sinclair and his party awaiting them. According to Dalrymple's orders, they did not venture on the main land before his arrival, but pitched their tents on Stone Island, where a small enclosure to this day marks the resting place of one of their number, Peter Craigie, who accidentally shot himself during their encampment at that place. Dalrymple with his party arrived overland on the 11th of April, and on the 12th the united forces commenced laying out the township of Bowen, in the parish of Pring and county of Herbert. From this time the progress of the Kennedy has been almost unparalleled for rapidity, even amongst the fast growing settlements of Australia. Our narrative will contain merely, so to speak, the dry bones of the history, divers incidents of more or less significance which we have not the space, even if we had the skill of a Macaulay, to fill up with the flesh which would convert our skeleton into a perfect body of history, but which may still be of use in affording materials for the use of others who have more ability for such a task than ourselves.

The first sales of Bowen land took place at Brisbane on the 7th of October, 1861, and at Bowen on the 16th of the same month.

In September, 1861, H.M.C.S. Victoria, Captain Norman, arrived at Sweers' Island, in the Gulf of Carpentaria, whither

she had been sent by the Government of Victoria to assist in the search then being made for Messrs. Burke and Wills. There were four parties organised to act in concert with each other. One of them started from Melbourne under the superintendence of Mr. Howitt, with whom, by the way, Mr. Welch, our present Telegraph Station Master in Bowen, went as surveyor; one from Adelaide, South Australia, under Mr. M'Kinlay; one from the Albert River, Gulf of Carpentaria, under Mr. Landsborough; and one from Rockhampton, under Mr. Walker. Howitt's party ascertained the fate of Burke and Wills, and rescued their companion King at an early date, but not sufficiently early to prevent the departure of the other expeditions, which had started before the news reached the places from which they set out. Landsborough and party left Brisbane on the 24th of August, 1861, in the brig Firefly, which also took some stores for Walker's party to be left in a depot at the Albert River. On the 4th September, the Firefly was wrecked on a reef between the two largest of Sir Charles Hardy's Islands, which are situated just within the Rane Island entrance of the Great Barrier Reef, and abandoned by the master as a total wreck. On the 7th, however, the Victoria hove in sight, and managed to get the Firefly off, and on the 10th the brig arrived with all safe and well on board at Steer's Island, off the mouth of the Albert River; and on the 14th October was taken over the bar and up the river, and finally moored at a place some fifteen miles in a direct line from the mouth of the river, where the depôt was established. About the middle of November, Landsborough started on his search, steering for Central Mount Stuart, and on the 7th December Walker's party arrived at the depot from Rockhampton, having come thence according to their instructions by the most direct route, and left again on the 20th for the Flinders, to follow up some tracks of Burke that they had found there. On the 28th March, 1862, the advanced guard of this party reached Port Denison, having come into this settlement from Walker's Camp on the Burdekin. They reported that they had followed Burke's tracks as far as eight or nine camps on his return journey, but that the tracks were ultimately lost in a country so rough and stony that their horses could travel no further over, they had therefore borne up for the Upper Burdekin. On the 3rd May, Walker being then about 25 miles south of Bowen, sent two of his party to Rockhampton with despatches for the Victorian Exploration Committee, under whose auspices these expeditions were being conducted.

Landsborough's party returned to the depôt on the Albert,

on the 16th January, 1862, having travelled about 210 miles in a south-westerly direction, and starting again on the 11th of February, attempted to follow Walker's tracks to the place where he had lost Burke's, but, being unable to do so, proceeded up the Flinders about 280 miles, then left that river and in 20 miles got to the watershed of the Thomson, one of the principal tributaries of Cooper's Creek. They followed that down to a point 270 miles from Burke's depôt on Cooper's Creek, thence across to the Barcoo, the main head of Cooper's Creek, and thence down the Warrego to the Darling, which they reached on the 1st of June.

McKinlay's party left Adelaide on the 14th August, 1861, reached the Gulf of Carpentaria about the middle of May, 1862, and was the first to take sheep across Australia. The depôt having been abandoned and McKinlay disappointed of the store of flour, tea, and sugar, which he had expected to find there, he started for Port Denison, where he arrived on the 8th of August. This completes our slight sketch of the Burke and Wills Search Expeditions, and enables us to return to the main thread of our narrative, with which, however, these expeditions are so intimately connected, that a history of this part of Queensland would be manifestly imperfect without some allusion to them.

As early as February, 1862, the inhabitants of Bowen saw the necessity that existed for the erection of a jetty in the harbour; and accordingly we find that on the 5th of that month a public meeting was held and steps were taken for the formation of a joint-stock company for the purpose, the capital to consist of £4000, divided into 800 shares of £5 each. This project eventually fell to the ground, and the work was undertaken by the Government, as will appear further on, but the mooting of the question at so early a stage in the history of the place speaks well for the energy of the people at this date, and has, no doubt, conduced materially in eventually bringing about the accomplishment of the work.

On the 10th March, Mr. Dalrymple returned from his exploration of the Wickham River, which, as we have stated above, he found to be the true mouth of the Burdekin.

In July, Byrne and Bassett's tender for establishing mail steam communication between Port Denison and Rockhampton for £100 per month were accepted. At the end of August. H.M.S. Pioneer, having on board His Excellency Sir George Bowen, called at Port Denison, *en route* for Cape York, where His Excellency had received instructions from the Imperial Government to select a site suitable for a naval coaling depôt, and also for a refuge for mariners shipwrecked in Torres

Straits. After due examination, Albany Island, about 5 miles from Cape York, and separated from the main land by a deep water channel of rather less than half a mile in width, was selected as the best site for the purpose. The island is about three miles by one, and contains good soil and an abundant supply of water. It was determined to name the town Somerset, after the then first Lord of the Admiralty. The Pioneer also called at Booby Island, which was then the rendezvous for castaways in this part of the world, examined the stores, which they found in good order, and left an iron chest in place of the old wooden box which had, up to that time, served as a post office. On the 22nd the Pioneer left Port Albany, and put into Port Denison on the 1st of October, having put into Endeavour River and Rockingham Bay on her road.

On the 8th of October Rockhampton was proclaimed as a place for holding a Circuit Court to have jurisdiction over the districts of Rockhampton, Gladstone, Port Denison, and the Kennedy. The first Court under that proclamation was held on the 7th April, 1863. During this period the young settlement was growing with great rapidity, as is witnessed by the following facts :—In August, 1863 Bowen was proclaimed a municipality, in the same month the first immigrant ship, the Wansfell arrived, after being nearly lost on the Great Barrier Reef, and on the 4th of March, 1864, the *Port Denison Times* was established, at first as a weekly paper of small demensions, but which has since been gradually increased, both in size and frequency of issue, to meet the requirements of the place and time. About this time began the discussion of many of the questions of the greatest importance, for the welfare of the place, such as the Torres Straits mail route, the necessity for roads from Bowen to the interior, a renewal of the proposition for the erection of a jetty, the question of water supply, the establishment of a hospital, and the advantages to be derived from cotton growing, were all brought prominently forward.

Kennedy was not then an electoral district, and the small boon of having Bowen named as one of the polling places for the Leichhardt was hailed with general satisfaction.

Early in 1863 Mr. Dalrymple had made an exploration trip to the southward, and discovered the Pioneer and Connell rivers, on the former of which is now situated the flourishing settlement of Port Mackay ; and in January, 1864, an expedition comprising Messrs. Dalrymple, Scott, Tally, C. C. L. Farquharson, Sellham, Marlowe, Dallachy (a botanist), 3 native troopers, and 14 others, started in the schooner Policeman bound for Rockhampton Bay, with a view to the founding of

a settlement there. They reached that port on the 19th, and on the 27th Mr. Tally commenced laying out the township of Cardwell. The expedition returned to Port Denison on the 18th March. Early in 1864 there arrived in Port Denison her first three ministers of religion, viz. : the Rev. F. Gosvenor of the Church of England, the Rev. Wm. McGinty of the Roman Catholic Church, and the Rev. Jas. Reid of the Presbyterian Church. The population of Bowen at the end of March 1864, was about 600 ; and the average contents of the outward mails about 830 letters, and 470 newspapers. The Customs returns for the month of March, 1864, £276, against £448 for the corresponding month in 1863; and for the quarter, £802 against £773 of the corresponding quarter, 1863.

During March, 1864, Bowen was brought under the provisions of the "*Towns Police Act.*" On the 11th of that month an important meeting of the members of the Church of England was held, at which money was subscribed for the erection of a church. On the 31st Rockingham Bay was proclaimed a Port of Entry. Mr. Dalrymple started overland for Cardwell from the Valley of Lagoons with drays and cattle, and arrived about the end of April, having surmounted great difficulties in bringing the drays through, and after all over a road that is scarcely practicable for ordinary traffic. On the 26th of April the first sales of Clermont land were held at Rockhampton. May 26th a public meeting was held at Bowen, at which a hospital committee was appointed to start *de novo*, a former hospital having by some means come to grief.

During this session of the Queensland Parliament, the Provincial Councils' Act was passed, which professed to bestow a certain amount of local self-government, but which contains too strong an element of nomineeism to work successfully. Clermont, at a later date, accepted the Act, was erected into a province, and, we believe, regrets having done so. Townsville, at a still later date, applies to be so erected. How the measure will work in Townsville remains to be seen. Bowen has hitherto, and we are inclined to think *wisely*, declined to have anything to do with it.

In June application was made to Lieut. Heath, Port Master of Queensland, for a temporary light at the entrance of the harbour. He replied, that a temporary light would be both expensive and inefficient, but promised to call the attention of the Government to the matter. Our permanent lighthouse on North Head is now (November, 1866) just completed. On the 21st of June a public meeting was held for the establishment of a building society, and a provisional committee appointed ; and about the same time a reward was offered for opening up a

dray road to the Peak Downs. The building society has been in operation for a considerable time, and has been very beneficial to the place. The Peak Downs Road is not yet open, but we hope before this time next year it will be; but even then the principal part of the traffic will be from Clermont to Port Mackay, between which port and Bowen we hope, ere long, to see at least one small steamer plying. On the 2nd July, there appeared in the *Port Denison Times* an extract from the *Sydney Freeman's Journal*, relative to sugar growing in the Kennedy; and, speaking of the probable arrival there of a Mr. Demazure, from the Mauritius, with the intention of introducing that industry. In effect, Mr. Demazure arrived on the 28th, and expressed opinions highly favourable to the prospects of sugar culture in the place. He has not established himself here for some reason or another, but the date is interesting as being apparently the first occasion on which this important matter of sugar growing was seriously brought before the public.

On the 28th, 29th, and 30th, took place the first annual meeting of the Kennedy Turf Club, which was a decided success. In August intelligence arrived that a subsidy of £1200 had been granted to the Queensland Steam Navigation Company for the conveyance of mails between Port Denison and Rockhampton, but up to this date, December 1866, no Queensland Steam Navigation boat has yet been in these waters. On the 6th August the Sydney Mint assay of the copper ore from Messrs. Bonerle and Kechlen's copper lode was published in Bowen, viz. :—copper, 35·5 per cent.; silver, 2 grains per ton of ore. This lode is situated about 100 miles from Port Denison, between this port and the Peak Downs. During this month the *Addtional Members' Bill*, creating several new electoral districts, amongst others the Kennedy, was passed. On the 2nd August, H.M.S. Salamander landed at Somerset, Port Albany, the party of marines who had been sent from Home by the Imperial Government for the purpose of forming the settlement. The expense of maintaining the place is to be divided between the Imperial and the Queensland Governments, the former providing a vessel to maintain communication between Somerset and Brisbane, for which service, and for surveying the coast from Keppel Bay northwards, the Salamander was put in commission.

On the 27th September a second bank, a branch of the Bank of New South Wales, was opened in Bowen.

Nothing further of any particular note occurred until the 4th October, 1864, when the Minister for Lands and Works paid an official visit to Bowen, where he was courteously re-

ceived. Several addresses were presented to him on divers important matters connected with the welfare of the District, amongst other things objecting to the then intention of the Government to run the jetty out from Dalrymple Point, also dwelling on the subject of a water supply, and on the desirability of a Circuit Court sitting at Bowen. The Honorable gentleman answered the address respecting the jetty satisfactorily, consenting to the alteration of site recommended. The other matters he passed over without notice. On the 25th a public meeting was held to take into consideration matters connected with the establishment of a National School at Bowen, and a sum of £250 was guaranteed by some gentlemen present, towards the erection of a school building, the board of education undertaking, as usual, to give double the amount collected towards it. On the 21st, tenders were invited in Brisbane for the erection of immigration barracks, and also of a court house in Bowen. The former work has been completed, the other is not yet, December 1866, commenced, and, according to all appearances, is not likely to be for some time to come.

On the 11th November, Messrs. Macleod, Carter, and Co.'s little coasting steamer, the Amy, arrived. She has since been taken off the trade, but we hope, ere long, to see her replaced, not to be again removed, at least her or some other boat in her place.

On the 24th, Mr. J. G. Macdonald returned from his successful trip to the Gulf of Carpentaria. He started from Bowen on the 11th August, left Inkermann on the 17th of that month, and arrived at his Carpentaria Downs Station on the River Ennasleigh, erroneously called the Lynd, August 24th. Started again on the 31st, reached the Albert River on the 1st October, having made various detours exploring the country on his route. He started homewards on the 2nd October, reached Carpentaria Downs on the 22nd, started thence on the 16th November, and arrived at Adelaide Point, Port Denison, on the 24th.

On the 16th December one Alexander Inkster conferred a great boon on Cardwell by exploring and ascertaining the practicability of the Hinchinbrook Channel between Hinchinbrook Island and the main land. On the 17th, the schooner Eva, Captain Macbeath, paid a visit to Cleveland Bay, and found Mr. Black and party at work clearing the site of the then proposed new settlement, and erecting humpies. So recent is the date of the now thriving Townsville.

The Customs returns for 1864 were £5143 17s. 6d., against £3701 for 1863. The imports for 1864 amounted to £52,617,

and the exports to £14,503. During the year 81 vessels had arrived in Port Denison, and 82 had departed. In 1863 the numbers were 59 arrivals and 56 departures.

The *Port Denison Times* commenced its issue of 1865 by increasing the size of the paper to double its former dimensions. On the 6th of January, a Mr. Walters, a mining engineer, started with teams for the Mount Wyatt Copper Mines, a noticeable epoch as the first practical step towards the development of one of the as yet untouched resources of the district, from which we may, some day, expect great results. On the 28th a public meeting was held, at which matters were put in training for the establishment of the Bowen School of Arts. In this month, too, the Government Savings Bank commenced operations in Bowen.

The 18th February was the day appointed for the nomination of candidates for the representation of The Kennedy, in the Queensland Parliament. At this, the first Parliamentary election in the Kennedy, there were three candidates, Mr. Dalrymple, the founder of Bowen; Mr. William Seaward, a highly respected citizen of Bowen; and Mr. Pettigrew, the owner of the Brisbane Saw Mills. At the final declaration of the poll, the numbers stood as follows: Dalrymple, 78; Pettigrew, 11; Mr. Seaward, 1, having withdrawn from the contest. On 12th March, Messrs. Jardine reached Cape York with their cattle, after an arduous and perilous journey of some 5 months. They had started from Mr. J. G. Macdonald's Carpentaria Downs Station situated on the River Ennasleigh, 11th October, 1864, and arrived at Cape York 27th March, 1865, having had to walk the last 350 miles owing to the loss of nearly all the horses by poison. And no little anxiety had been expressed for their safety, so that the news of their arrival was received with great joy. On the 28th, a sample of copper ore from Mount Wyatt was shipped to Sydney by the James Paterson.

The 12th of April, the anniversary of the founding of Bowen, was selected as the occasion of commencing another important work. On that day the first pile of the jetty was driven, and the citizens very properly made it the occasion of great rejoicing. The jetty is already in use, and we have every reason to hope that, before the close of 1867, it will be completed. On the 20th, the Municipal Council, with praiseworthy liberality, offered a premium for the best design for works for supplying Bowen with water from the Don. On the 20th May the second immigrant ship, the Maryborough arrived. On the 1st of June a public meeting was held, at which divers resolutions relative to the water supply were passed.

The 12th June will be a memorable day for Burke Town, as on that day the Jacmel Packet, chartered by Messrs. Macdonald and Robertson, arrived. She had left Sydney on the 8th of May, and had on board drays, cattle, horses, and a variety of tropical plants—such as bananas, sugar canes, ginger, arrowroot, pines, &c., &c. During the month of June, too, the following reserves were proclaimed, viz. : the Albert River Reserve, estimated area 125 square miles, and the Burke Town Reserve, estimated area 132 square miles. Mr. Landsborough received the appointment of police magistrate for the new district, and the other appointments usually combined with that in new districts.

On the 6th July the Leichhardt Search Expedition started from Bullock Creek, Glengower, Victoria, under the leadership of Dr. Murray. The party consisted of 7 men, besides the leader. They took with them 14 camels (9 for burden and 5 young ones) and 40 horses, 9 of which were packed. The proposed route was over the Wakool and Balranald, thence across the back country between the Murrumbidgee and the Darling, thence by way of Paroo, Balloo Creek, and the Victoria River to the Thompson, thence along Landsborough's track to M'Intyre's station on the Flinders, which, it was expected, would for some time be their head quarters. On the 6th July a public meeting was held respecting the want of steam communication with Brisbane. Divers resolutions were unanimously passed on the subject, but unfortunately they have as yet produced no result. On the 14th the sum of £500 was offered for the discovery of a payable gold field in the neighbourhood of Bowen, at a public meeting held for that purpose.

The 28th, 29th, and 31st days of the month were occupied with the second annual races of the Kennedy Turf Club. On the 30th, which was Sunday, Divine Service was performed for the first time in the new building of the Church of England. On the 31st the first sale of Townsville land took place at Bowen. The first sale of land at Cardwell was held at that place on the 3rd of August. At a public meeting held on the 16th the action taken by the Government, with regard to the Torres Straits Route, was warmly endorsed by those present. In the beginning of September the *Port Denison Times* made a further step in advance, issuing twice a week instead of once as heretofore.

The next event of any importance is the visit of Sir George Bowen to the north, or what the Brisbane folk would probably call the Vice-Regal Progress. On the 4th October His Excellency turned the first sod of the Great Northern Railway at

Rockhampton, and on the 6th called at Port Denison, *en route* to Rockingham Bay, in the Platypus, depositing some mails which had been for some time lying at Rockhampton for this place, and which His Excellency had obligingly brought on. His Excellency announced his intention of making his official visit on his return from Rockingham Bay, and remarked on the sizeof the Port Denison mail, which occupied six boxes, whereas, at the end of 1859, when he first arrived in Brisbane, the whole of the Queensland mail was contained in two. His Excellency visited Rockingham Bay on the 7th, and Cleveland Bay on the 9th, and was well received in both places. He arrived in Port Denison on the 10th, and made his official entry into Bowen the next day. He was greeted, not only warmly, but enthusiastically. The town was gay with flags and triumphal arches, and of course all classes made holiday. An ox was roasted whole, and the usual English demonstrations of loyalty were fully carried out to the best of our ability. It has since been a matter of surprise whence all the equipages, that served to add gaiety to the scene, came from. The curious in those matters say, that many of them were never seen before that occasion, and have never been seen since. His Excellency held a levee, which was numerously attended, and opportunity was taken to deliver addresses on some of the most pressing wants of the town, especially water-works, and the speedy completion of telegraphic communication with the south. His Excellency assisted at the erection of the first telegraph post, and wished success to the undertaking, and prosperity to Bowen.

His Excellency took his departure on the 13th for Brisbane, calling at Port Mackay and Gladstone, no doubt glad to escape from the *ennui* of public receptions.

In a *Government Gazette* of October, Brisbane, Rockhampton, and Port Denison were proclaimed as places where sheep might be landed in the colony. In the same *Gazette* the northern boundary of Port Denison was altered from the 19th degree of south latitude to a line bearing east from the northern extremity of Cape Bowling Green, in lat. S. 19° 17′ and the port of Cleveland Bay proclaimed extending from that line to a line extending E. from the shore of Halifax Bay in lat. 19° S. By the same *Gazette*, Mr. James Gordon received the appointments of Clerk of Petty Sessions, Acting-Police Magistrate, Sub-Collector of Customs, and Harbour Master at Cleveland Bay, and a Magistrate of the territory. On the 10th instant the Kennedy Masonic Lodge was inaugurated in Bowen.

About this time news was received from the Albert River,

up to 15th September, containing a flourishing account of the progress of the settlement, erection of humpies, &c., though they had not at that date received any definite information as to the site that had been selected for the township. The year's clip at the Gulf was about 300 bales.

During this month, Messrs. Ham made the pioneer trip with wool across the range into Cleveland Bay. The Rockingham Bay accounts, too, speak of a good deal of wool coming into that port from the interior, and of explorations being made, and confident expectations held that the worst parts of the old road might be avoided. At the time of His Excellency's visit to Bowen, a census was taken of the population of Bowen and its environs within a radius of 4 miles. The numbers were as follows:—Adults—Male, 554; Female, 415. Total 969. Children—Male, 177; Female, 180. Total 357. Grand total 1326.

A curious calculation was also made as to the amount of water consumed in Bowen, which was shewn to be 550 casks, containing 27,500 gallons weekly, at an annual cost of £4420 to the consumers, a sum of money that one would imagine to be amply sufficient to pay interest on the money required to construct the so-much-talked-of Don water-works.

On the 9th November the first saw-mill in Bowen (Messrs. Brown and Sherry's) commenced work, and has worked steadily ever since, doing in a quiet way no inconsiderable amount of good to the place. On the 25th Messrs. Seaward and Marsh shipped to Melbourne for assay one ton of Mount Wyatt copper-ore.

On the 1st of December the immigrant ship, Montmorency, the third direct from London, arrived. On the 7th, tenders for mail communication between Brisbane and Bowen were opened, and the lowest found to be £1800. The sum on the estimates was £1500, so on account of this paltry discrepancy of £300 the matter was allowed to drop, and the important district of The Kennedy deprived of what she had every right to demand—direct communication with the seat of Government. No one who has watched the proceedings of the Brisbane Government, will suppose for one instant that so trifling an amount of unauthorised expenditure would have been allowed to stand in the way of any project for the advantage of the metropolitan districts. On the 15th December the brig Gazelle arrived at the Albert River. A traveller who left immediately after her arrival, speaks of every body as in good spirits, in proof of which was cited the fact that over £100 had already been subscribed for the Christmas races.

The Customs returns for the quarter ending 31st December,

1865, were £2724 13s. 1d., and for the whole year £6442 13s. 10d. The year's revenue for 1864 had been £5143 19s. 6d.

1866

The new year was ushered in by an auspicious event, the arrival of the Souchays, the pioneer boat of the new Queensland Batavian Mail Service. That vessel arrived on the 12th of January under charge of Captain Blick, and sailed again the same day. She brought in her the Rev. Cooper Searle, appointed by the Bishop of Sydney, in whose diocese the Kennedy is situated, as first incumbent of Bowen. On the 25th a public meeting was held at Townsville for the purpose of offering a reward for the discovery of a payable gold field, one D. Gibson having intimated that he knew of such a field, and was prepared to point it out for a sufficient consideration. A sum of £500 was voted for the purpose.

On the 15th February, the A. S. N. Company's boat Rangatira from Sydney viâ Gladstone, went on to Cleveland Bay for the first time, thus extending the line of regular steam communication to Townsville. On the 19th the first bank at Townsville, a branch of the Australian Joint Stock Bank, was opened, shortly followed by a branch of the Bank of New South Wales.

On the 22nd, the Souchays arrived from Batavia, bringing English telegrams to the 12th of January. On the 25th, a number of diggers came up from Rockhampton *en route* for the Star River Diggings, about 60 miles from Cleveland Bay. These were the diggings intimated by Mr. D. Gibson, at the Townsville gold fields meeting mentioned above. Unfortunately they have since turned out a failure, principally however, on account of the want of water.

On the 19th March the Northern District Court held its first session in Bowen, his Honor J. L. Innes being judge, and Mr. Hirst Crown Prosecutor. On the 22nd there arrived the melancholy news of the loss of the passenger steamship London in the Bay of Biscay, with 220 lives lost, and but 19 saved. On the 31st the prospectus of the Bowen Sugar Company appeared, and on the 4th April a public meeting was held, at which Mr. Kelsey gave an interesting lecture on sugar planting, and entered into some calculations explanatory of the prospectus of the proposed Company. Shortly afterwards the Company was organised, all the shares being subscribed for in Bowen, and the affair is now fairly started to work. Early in March, Messrs. Collins, Thorne, and Campbell's party successfully explored a perfectly practicable road to the interior from Cardwell, by which all the dangers and difficulties of Dalrymple's first road are avoided. On the 8th April, the Policeman arrived from the Albert River, bring-

ing a flourishing account of Burke Town, which at this time contained about 170 inhabitants. On the 12th of April, the fifth anniversary of Bowen was celebrated with much rejoicing and no little self-gratification, on the difference which five years had sufficed to make in the aspect of the place, converting the wilderness into a well laid out and flourishing little town. On the 20th the steam boiling-down establishment at Townsville commenced operations, Townsville having stolen a march on Bowen in that particular. On the 26th the barque Ellesmere sailed for the Albert River, taking with her, amongst other passengers, Mr. Ellis Read, whose name is very considerably connected with the advance of Bowen, that gentleman being about to commence business in Burke Town. The Ellesmere needed some repairs, had been beached alongside the jetty, discharged the principal portion of her cargo, had the repairs effected, and loaded again from the jetty, being the first sea-going ship that has made any use of it. On the 27th the first Municipal Council of Townsville was elected, only about a year and six months after Mr. Black first went up there and began to clear the site of the township. On the 2nd May a public meeting was held at Bowen for the purpose of drawing up a memorial to be presented to the Governor, setting forth some of the most urgent wants of the Kennedy, and pointing out where previous promises had been unfulfilled. The Mayor of Bowen, Mr. J. A. J. Macleod, and Mr. Wm. F. Lloyd, being about to proceed to Brisbane, it was resolved to entrust the memorial to those gentlemen, and request them to co-operate with our member, Mr. Dalrymple, in presenting it to the Governor. This they did on the 23rd of May, and reported the result to another public meeting which was convoked on their return, and held on the 30th of June. At the meeting of the 22nd May, the important subject of separation was first seriously broached in Bowen, but on the 30th June Messrs. Macleod and Lloyd shewed so clearly the bad faith of the Brisbane Government, and their utter indifference to the welfare of the North, that it was unanimously resolved to bestir ourselves to obtain that boon with as little delay as possible, and for that purpose to ally ourselves with the people of Rockhampton, who were already agitating for the same end. A league was formed at the meeting, and a committee appointed to undertake the management of the matter, and to communicate with Rockhampton on the subject. The committee set to work without any delay, and resolved to send two gentlemen as delegates to Rockhampton to consult with the Separation Committee established in that town, with a view to concerting measures for the attain-

ment of our common end. Mr. W. F. Lloyd and Mr. F. Clarke (ex-mayor of Bowen), were selected for the office, which they kindly undertook to fulfil, and subscription lists were opened for defraying the necessary expenses, which were rapidly filled up to a considerable amount. But we are anticipating. On the 23rd of May a Bill passed the Queensland Parliament declaring Port Albany a free port. On the 7th June the A. S. N. Company's steamer Tinonee made fast to the jetty for the first time. On the 9th advertisements appeared in the *Port Denison Times* calling for tenders for erecting a light-house on North Head; the tenders were to be opened in Brisbane. Several were sent in; but, as we intimated above; although, as we have reason to believe, some at least were by no means unreasonably high, the Government rejected them all, and elected to do the work themselves in Brisbane.

On the 4th of this month Mr. Macintyre, the leader of the Leichhardt search expedition, died at Gilliott Creek, on the Flinders.

On the 19th June Mr. John Walton brought in the first raft of timber from the Whitsunday Islands, where there is a large supply of magnificent pines. The venture had been attempted before more than once, and either from bad luck or bad management, or both, had failed. This time, however, Mr. Walton was successful, and has since brought in several rafts without any accident, thus supplying Port Denison with a valuable staple commodity. It is singular that the craft which Mr. Watson used for towing the raft was the old Santa Barbara, which he had purchased a short time before from the Government, and, after repairing and re-rigging her, had re-christened the Queen of the Colonies. On the 27th and 28th some articles which had been collected for exhibition at the Intercolonial Exhibition of Melbourne, which was held in July, 1866, and the International Exposition of Paris, which is to take place in 1867, were exposed to view in the Council Chamber. Although neither very dazzling nor very extensive the exhibition was creditable to so young a place, and calculated to benefit the district, by showing the resources at its command, and the energy of its inhabitants.

On the 17th the Separation Delegates sailed for Rockhampton in the Tinonee, and met with a most cordial reception on their arrival there. On the 21st Mr. Dalrymple accepted the office of Colonial Secretary, thereby vacating his seat. He immediately offered himself for re-election, and issued proclamations to that effect. For a long time it was thought there would be no opposition to his return, nor would there pro-

bably have been any had he been present at the nomination; but he was not, and many of the electors fancying that he might have been present if he pleased, and that his absence was therefore an act of discourtesy towards the electors, an opposition candidate came forward in the person of Mr. Wills, a highly respected and energetic townsman. The contest at one time threatened to be a very close one, and but for very strenuous exertions on the part of Mr. Dalrymple's friends, and on his own part when he did come and explained that his absence was unavoidable, it is exceedingly probable that he would have been ousted.

On the 25th, 26th, and 27th July the Kennedy Turf Club held their third annual race meeting, which was in point of the quality of the horses, and the style of their races, perhaps better than either of the previous meetings; though, owing to the general depression of business felt throughout the colony, and other circumstances, the attendance was not perhaps quite so numerous as that of 1865. This may be partly accounted for in two ways. In the first place the squatters were all busy lambing down and shearing, having altered their arrangements since last year, as their longer experience had taught them the proper time for it. In the second place some of our best men were engaged in shipping cattle on board the brig Australia, for Batavia—a venture which it was hoped would prove the opening of a lucrative trade. Unfortunately it has not done so, but the projectors deserve none the less credit for their pluck in attemping it. There was also a sample of the hard woods and pines forwarded by the same opportunity, which turned out to be no better a speculation than the cattle.

On the 27th the first ploughing match in the Kennedy took place, in Wills's paddock. It was not grand, to be sure, there being but three ploughs entered; but it was, at any rate, a beginning, and out of small beginnings great things come. We may hope for the future that there will be not less than one ploughing match each year, and that eventually these useful contests may be as skilfully carried on, and become matters of as great public interest in the Kennedy as they are in other places.

On the 15th August the District Court held its second Session, having been delayed eleven days, to the great inconvenience of suitors and all parties concerned, by the unpunctuality of the A.S.N. Company's boats. Great inconvenience had also been caused by the absence of the Registrar of the District Court. Mr. M'Clintock, who was holding that office, being in Brisbane, and having appointed no one to act in his

place, so that some of the necessary processes which required his signature could not be issued. Consequently there was scarcely any civil business that it was possible to bring before the Court—a great hardship, which it is to be hoped will not be allowed to occur again.

On the same day the schooner Percy sailed for the South Sea Islands, for the purpose of getting a crew of Islanders for bêche la mer fishing, a lucrative business, for the pursuit of which Port Denison is admirably situated, and which we hope soon to see established on a firm basis here. The nomination day for the Parliamentary election was the 22nd August; a poll was demanded, which took place on the 5th of September, and of which the result was, 87 for Dalrymple, and 57 for Wills. On the 24th August Mr. Dalrymple arrived in the Hero, which had taken the place of the Souchays in the Queensland Batavian Mail service. That vessel, by a gross piece of mismanagement and bad faith, passed by without coming to anchor at all, merely going at half-speed in at the South entrance and out at the North; in fact, could scarcely be said to have come into the port at all. This caused a great deal of inconvenience and loss to some who had freight to send by her, and others who had arranged to transact business with some of her passengers, and naturally excited great indignation, not only on the part of the actual sufferers, but also with the people in general, who fully appreciated the insulting indifference of the Government to the convenience of this part of Queensland, and their utter disregard of their own promises. However, now the electric telegraph is in operation, such an occurrence is not likely to take place again. On the 13th August a public meeting was held to receive the reports of the delegates who had returned from Rockhampton. The reports were satisfactory, proving a cordial reciprocity of feeling with us and Rockhampton, and indeed, the whole of Northern Queensland, with the exception of Gladstone and Springsure, where there was an expression of opinion opposed to the separation movement. It is very doubtful whether such opinion is not that of a small minority in either place, especially at Springsure. It had been determined to convene a general meeting of delegates from all parts of Northern Queensland, to assemble at Rockhampton at the assize time, about the 24th September. Messrs. F. Clarke and Wm. F. Lloyd consented to act as delegates again on this occasion. Towards the end of this month satisfactory news was received from Burke Town. For some time previous we had heard a good deal of the prevalence there of a sort of low fever, of which a good many people had died, and which had acquired the name of the Gulf

Fever, because it was supposed to be caused by exhalations from the mangrove swamps in the neighbourhood of Burke Town. By the latest advices this fever had entirely disappeared. In that and all other respects the information was most satisfactory. The stock was thriving, business was brisk, and every one in good spirits. Beef and live stock were being shipped for Batavia, and it was expected that the boiling-down establishment would soon be in working order. Handsome subscriptions were being made for the forthcoming races, and there was every sign of a healthy progress in the settlement. About this time news was received from London that the mails which left this port on the 10th April arrived in London on the 5th June, five days before the arrival of those *viâ* Galle. On the 28th September, H.M.S. Salamander arrived from the Palm Islands, of which she had completed the survey. The survey of the coast from the south of the Whitsunday Islands to the north of Rockingham Bay, and the charts compiled from them, will probably be published before this almanac is in the hands of our readers. They will be of very great value, and the country will owe a debt of gratitude to Captain Nares and his subalterns, for the assiduity with which they applied themselves to their work, and the able manner in which they have accomplished it.

On the 5th October the mail ship Hero arrived from Batavia, having made a capital trip of 16 days each way. She brought important English telegrams to 2nd September, in 33 days, the shortest time in which news has ever yet arrived. Immediately after her arrival, an express messenger was sent to Bloomsbury, distant about 60 miles from Bowen, the telegraph being complete as far as that place, and the Hero's telegrams forwarded thence. The messenger, who reached Bloomsbury at 7 p.m. on Saturday (having been delayed by a difficulty in getting fresh horses) found that the telegraph had just been completed three hours before his arrival. He carried a good many telegrams, and they were all delivered at the Brisbane office by noon on Sunday. On the 11th, the Colonial steamer Platypus arrived from Brisbane, bringing some 130 immigrants, and we suppose about the largest mail as yet delivered in Port Denison, consisting of 2634 letters, and about ten times that number of newspapers. It speaks well for the energy of our postmaster that, though the mail was not delivered till 7 p.m. on the 11th, it was sorted and ready for delivery by 7 a.m. on the 12th.

We have thus brought our history down as late as the middle of October, 1866, or five years and a half from the foundation of Bowen. In April, 1861, the Kennedy was unsettled;

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at the end of five years and a half the progress that has been made, is astonishing, even to those accustomed to the rapid growth of colonial communities. The Kennedy now boasts of her four sea-ports, Mackay, Bowen, Townsville, and Cardwell, all healthy and flourishing. The electric telegraph is in operation from Bowen southwards, and probably before the end of 1867 will connect Cardwell and Townsville with Bowen. The Bowen jetty is in a fair way of being completed; roads are being rapidly surveyed and laid out in all directions; and last not least, our staples of export are increasing. Besides the wool and tallow of the district, sugar is being grown at three of our sea-ports, Mackay, Bowen, and Cardwell; corn, to a considerable extent at Mackay; and we hope, in future years, cotton and other staples will be abundantly raised along the whole length of our coasts.

As we remarked at the commencement, the style of our narrative is necessarily dry, and would probably fail to secure the attention of any but those who are interested in the subject matter of it. But, as we write for those who are so interested in it, and not for others, we hope that accuracy of detail will be considered of more value than elegance of style, and that our little sketch will answer the purpose for which it was written. Should anything of importance to the district occur whilst this almanac is in the press, it is intended to add a supplement containing the latest dates up to the 31st December, 1866.

NORTHERN QUEENSLAND ITINERARY, FOR 1867.

From Bowen as a centre, issue two main lines of road, one leading to the southward to Strathmore, a distance of 59½ miles; the other to the northwest to the upper crossing of the Burdekin, where the township of Dalrymple is formed, a distance of 161 miles. There is also a third road leading from Bowen to Port Mackay coastwise, and thence on to St. Lawrence, Broadsound.

From Strathmore, roads branch off southward to Nebo on the one hand, and westward and Mount McConnell, the Bowen Downs, and the head waters of the Flinders on the other. From Nebo, again proceed three roads on to Port Mackay, another to Waverley, and a third to Avondowns. From Waverley one road leads to Broadsound, another to Rockhampton, and the third to Clermont. From Clermont there is a direct road to Rockhampton and another to Bowen.

Returning to Strathmore, we find the recently surveyed road to the Bowen Downs, *viâ* Bully Creek, a road to Mount McConnell and Bully Creek, which was used before the new road was laid out, and a third road leading to the Richmond Downs at the head of the Flinders. From the Bowen Downs road, at a camping place called by the euphonious name of "The Whistling Duck Water-holes," a road leads to Cornish Creek, a tributary of the Thomson, and on into that country.

The north-western road from Bowen runs, as we before stated, to Dalrymple, dividing thence into four branches, viz. : (1) Townsville, (2) Valley of Lagoons, (3) Carpentaria Downs, (4) Richmond Downs. Here the road from Dalrymple, and that from Strathmore *viâ* Mount McConnell unite, and lead to Burke Town, Albert River. We should have mentioned that, before reaching Dalrymple from Bowen, the coast road through Townsville to Cardwell branches off at the lower crossing of the Burdekin, near a station called the Leichhardt Downs.

From the Valley of Lagoons a road leads to Cardwell ; there is also a road from Dalrymple *viâ* Carpentaria Downs to Burke Town, thence to the Landsborough River. This completes the net-work of roads at present established in this part of Queensland.

For convenience of reference we will consider these different high ways in the following order :

I.—Bowen, Port Denison to Port Mackay
IA.—Port Mackay to St. Lawrence, Broadsound
II.—Bowen to Strathmore
III.—Strathmore to Nebo
IV.—Nebo to Port Mackay
V.— ,, Avon Downs
VI.— ,, Waverley
VII.—Waverley to Broadsound
VIII.— ,, Rockhampton
IX.— ,, Clermont
X.—Clermont to Rockhampton
XI.—Strathmore to Bowen Downs, *viâ* Bully Creek
XIA.—Whistling Duck Water-holes to Cornish Creek
XII.—Strathmore to Bully Creek, *viâ* Mount McConnell
XIII.—Mount McConnell to the Flinders
XIV.—Bowen to Clermont
XV.— ,, Dalrymple
XVI.—Leichhardt Downs to Townsville
XVII.—Dalrymple to Townsville
XVIII.—Townsville to Cardwell
XIX.—Dalrymple to Valley of Lagoons
XX.—Valley of Lagoons to Cardwell

XXI.—Dalrymple to Richmond Downs
XXII.—Richmond Downs to Burke Town
XXIII.—Dalrymple to Carpentaria Downs
XXIV.—Carpentaria Downs to Albert River (head of Navigation).
XXV.—Head of Navigation, Albert River, to the Landsborough River.

Throughout the whole of the surveyed districts the routes may be considered thoroughly accurate, but beyond those districts, though taken from the tracks laid down by the explorers, they can only be considered approximate.

In the map which accompanies some of the copies of this almanac, the tracks will be found delineated, and the principal stations, public houses, watering-places, camping grounds, &c. will be marked in the surveyed districts, accurately correct, and in the others as nearly correct as possible. In future editions of this almanac care will be taken always to keep up to the latest information in these important matters. Both Map and Itinerary have been compiled with great care, especially for this publication.

I.

Bowen, Port Denison, to Port Mackay by coast road.		*Miles.*
Bowen to Macdonald's (Adelaide Point)		8
Thence to Proserpine Creek (Emmerson's)		22
,,	Crystal Brook (Seaward and Marsh's)	2
,,	Gouganger (Bode's)	12
,,	Bloomsbury (Macartney and Dempster's)	15
,,	St. Helen's (Macartney and Graham's)	18
,,	Rocky Creek (Sweetland's)	12
,,	Balnagowan (Ross's)	9
,,	Mackay	12
		110

This road runs more or less parallel with the electric telegraph line, at about two miles distance from it. There is a telegraph station at Bloomsbury.

Ia.

Coast road from Port Mackay to St. Lawrence, Broadsound—		*Miles.*
Port Mackay to Greenmount		14
Thence	Ball's (Hazelwood)	18
,,	Scott's (Boothill)	37
,,	Collaroy (M'Laren and Walker's)	16
,,	St. Lawrence	40
		125

II.

Bowen to Strathmore—	Miles.
Bowen to the Don (Boulton's)	10
Thence to Euri Creek (Clarke's) Hotel	12½
,, Bogue Hotel	12½
,, Bolger's	12½
,, Tabletop Creek	4
,, Strathmore (Stewart)	8
	59½

There is a public-house called the Mount Gordon Hotel, on this road, about five miles from Bowen. The Native Police Camp is about two miles beyond the public-house, and Mr. Bode's station of Strathdon is about two miles from Boulton's Don Hotel. After leaving the Don, the station of Strathbogie, belonging to Mr. J. H. Scott, is passed on the right, and the Eton Vale on the left. At Strathmore the road divides, one branch leading to Nebo towards Rockhampton, and the other to Earl's public-house, Hidden Valley, to the westward.

III.

Strathmore to Nebo—	Miles.
From Strathmore Hotel to Sonoma (Paterson Landsborough)	20
Thence to crossing of the Bowen River (Beasley's Hotel)	12
,, Exmoor (Henning's)	20
,, Blenheim (Lack's)	13
,, Old Fort Cooper	58
,, Nebo Creek (Reynold's Hotel)	7
	130

On this road are passed, on the right hand, Mr. Macdougall's station, Messrs. Helfing & Co.'s, Havilah; Messrs. Ferguson and Walker's, Byerween; and the station of Newlands, Mr. H. Black.

From Nebo there are three roads—one to Port Mackay, a second to Avon Downs, and the third to Waverley, towards Rockhampton.

IV.

Nebo to Mackay—	Miles.
Nebo to Harman's Hotel	18
Thence to Retreat	1½
,, Reddy's public-house	12
,, Bailey's ,,	12
,, Greenmount (How, Walker, & Co.)	12
,, Mackay	13
	68½

This road passes Mr. Ball's, Hazelwood, and Mr. Featherstonhaugh's Wando stations.

V.

Nebo to Avon Downs—				*Miles.*
Nebo to Oxford Downs (Chauvel and Lawson's)				9
Thence to Police Barracks				26
,,	Grosvenor Downs	(Graham's)		19
,,	Logan ,,	(Macdonald and Maclaren's)		39
,,	Tindall ,,	(Swane & Co.'s)		35
,,	Avon ,,	(Campbell and Chalmers)		32
				160

Leaving this track at the Logan Downs is a route leading to the Peak Downs and Clermont, as below:—

	Miles.
Logan Downs to Wolfang (De Satge & Co.)	30
Thence to Clermont	10
	40

VI.

Nebo to Waverley—		*Miles.*
Nebo to Funnel Creek		18
Thence to Cardigan (Wilmot's)		38
,,	Lotus Creek (Fitzsimmons and Sheridan)	20
,,	Waverley	35
		111

This road passes the following stations besides those named above:—Newstead, Boothill (Scott's), Collaroy (Maclaren and Walker's), and Spencer and Trimmer's station.

Three roads branch hence—First to Broadsound, the second to Rockhampton, and the third to Clermont.

VII.

Waverley to Broadsound—

The first of these is but a very short one, being only 4½ miles long. Mr. Stuart has a station called Clairvien, adjacent to Waverley, which belongs to Messrs. Macartney and Maine. At Broadsound is the port of St. Lawrence, whence the principal part of the copper from the Peak Down mines is likely to be shipped.

VIII.

Waverley to Rockhampton—	*Miles.*
Waverley to Langdale	30
Thence to Marlborough (Stewart's)	30
,, Princhester	10
,, Canoona (Vickary's)	22
,, Yaamba	8
,, Rockhampton	23
	123

IX.

Waverley to Clermont—	*Miles.*
Waverley to Nelson's Creek	5
Thence to Range Township	10
,, Sheep Station	10
,, Lotus Creek (Fitzsimmons and Sheridan)	11
,, Connor River	9
,, Arthur Downs Lake	3
,, Pelican Swamp	5
,, Lily Lagoon	6
,, Ten Mile Lagoon	9
,, Arthur Downs (M'Henry & Co.)	10
,, Deep Creek	17
,, Thorne's head station (Cotherstone)	8
,, ,, Seven Mile Hut	7
,, Table Mountain (Two Mile Creek)	8
,, Huntley Downs Creek	9
,, Cheeseborough	9
,, Clermont	7
	143

X.

Clermont to Rockhampton—	*Miles.*
Clermont to Retro Creek (Skardon's Inn)	22
Thence to Capella (Kennelly's Inn)	15
,, Gordon Downs (Sandeman's)	13
,, Crinam (township)	12
,, Vicary's (Jones's Inn)	22
,, Geera Lagoon	18
,, Caldwell's	12
,, Rocky Waterhole	8
,, The Lagoons	10

		Miles.
Thence to	Columbia Inn	15
,,	Mackenzie River (top)	14
,,	Apis Creek (M'Lellan's)	22
,,	Siebel's Inn	18
,,	Marlborough (Stewart's)	12
,,	Rockhampton by same road as described under head of Waverley to Rockhampton	63
		276

XI.

Strathmore to Bowen Downs—		Miles.
Strathmore to Bowen River (Havilah Hotel)		5
Thence to	foot of Range	16¼
,,	Earl's Hidden Valley	12
,,	Conway's	14
,,	,, Sheepstation	18½
,,	Park and Murray's	16½
,,	Park's Lagoon	7¼
,,	Crossing Belyando	9
,,	Bell's Camp	11½
,,	Bully Creek	13¼
,,	Rocky Creek	15¼
,,	Pigeon Waterholes	14¼
,,	Water on S.W. side Dividing Range	12½
,,	Whistling Duck Creek	5
,,	Welcome Waterholes (edge of Desert)	13½
,,	Waterholes (far side of Desert).	32
,,	Jericho Station	9½
,,	Bowen Downs	33
		258¼

There is a good deal of poison plant in this Desert.

XIA.

From Whistling Duck Waterholes on the Bowen Downs Road to Cornish Creek on the Thomson—		Miles.
Whistling Duck Creek to south end Buchanan's Salt Lake		1
Thence to	M'Larking's Waterholes	10
,,	Public-house Waterholes	25
,,	Duck Pond	13
,,	Fisherie's Cornish Creek	8
,,	Cornish Creek Crossing	50
		107

XII

Strathmore to Bully Creek *via* Mt. M'Connell and St. Anne's—

		Miles.
Strathmore to Hidden Valley (Earl's)		35
Thence to Mount Wyatt, Macleod		12
,,	Sellheim Hotel (crossing of Sellheim Creek)	10
,,	Mt. M'Connell (Holtarsh Post Office)	10
,,	St. Anne's	13
,,	Hermitage (Payton's)	24
,,	Bully Creek	40
		149

This is the old road, which is now, in a great measure, superseded by the preceding route, the survey of which has not long been completed. The new road is shorter, easier, and better supplied with water and feed.

XIII.

Mount M'Connell to Marathon (Flinder's)—	*Miles.*
Mt. M'Connell to Suttor Hotel (crossing of Suttor Creek)	8
Thence to Natal Creek	62
,, ,, Downs	9
,, Amelia Creek	18
,, Billy Webb's Lake	51
,, Dead Mare's Camp	7
,, Desert Waterholes	7
,, Alick's Creek	5
,, Torren's Creek	4
,, Bullock Creek	10
,, Prairie Creek (Gibson and Walker's)	13
,, Coxen's Creek	13
,, Jardine Creek	14
,, Henry's	11
,, Walpole's (Albert Downs)	35
,, Marathon (Sheaffe's)	10
	277

There is poison plant twenty-five miles from the Cape River, which river the road follows up immediately after crossing the Suttor, also by the Desert Waterholes; also about six miles from Torren's Creek on the left hand side of the road. Jardine's Creek flows into the Flinders.

XIV.

Bowen to Clermont—	*Miles.*
Bowen to Bowen River	78
Bowen River to Ferguson and Walker's	25
Thence to Bluff	18
,, Eaglefield (Black)	30
,, Bailey and Newton	12
,, Graham's	32
,, Logan Downs	30
,, Wolfang	28
,, Clermont	8
	261

XV.

Bowen to Dalrymple (Upper Burdekin)—	*Miles.*
Bowen to Salisbury Plains (Armstrong and Wilmington)	20
Thence to Cape Station	20
Thence to Inkerman (J. G. Macdonald and Co.) (Evans's public-house)	25
Thence to Leichhardt Downs	13½
,, Woodhouse (Scott)	7½
Thence to Cardington Hotel (Houghton River)	22
,, Fanning River	25
,, Burdekin Downs (Cunningham & Co.)	17
,, Dalrymple (second crossing of Burdekin)	11
	161

At Dalrymple Mr. O'Connell, the C. C. L., has his residence. There is a township laid out, and a small settlement comprising two public-houses, an accommodation house, a wheelwright, a blacksmith, and a shoemaker.

XVI.

Leichhardt Downs (Lower Burdekin)—	*Miles.*
Leichhardt Downs to Woodstock (J. M. Black)	14½
Thence to Townsville	48
	62½

A saving of ten miles is effected by turning the track at Major's Creek twelve miles from Woodstock.

XVII.

Dalrymple to Townsville—	*Miles.*
Dalrymple to Dotswood (Somers')	20
Thence to Rowe's, Eureka Hotel	25
,, Mead's Hotel (foot of Range)	1
,, Bohle Hotel	21
,, Townsville	7
	74

It is 12 miles from Dotsford to the Star River, and 6 miles thence to the diggings.

XVIII.

Townsville to Cardwell—	*Miles.*
Townsville to H. Collins' (Hinchinbrook)	30
Thence to Allingham's	30
,, Cardwell	20
	80

This road is not used except by horsemen, as what traffic there is between Townsville and Cardwell is carried on by water.

XIX.

Dalrymple to Valley of Lagoons	*Miles.*
Dalrymple to Reedy Lake	10
Thence to Allingham's	20
Thence to Stenhouse's	43
,, Firth and Atkinson's old Station	60
,, Valley of Lagoons	23
	156

There is a bridle path from Dalrymple to Reedy Lake, which saves a distance of about three miles.

XX.

Valley of Lagoons to Cardwell—	*Miles.*
Valley of Lagoons to Vale of Herbert	70
Thence to Cardwell	20
	90

The original track, explored by Messrs. Dalrymple, will probably be superseded shortly by a new road now being explored.

XXI.

Dalrymple to Richmond Downs (Marathon)—	*Miles.*
Dalrymple to Mrs. Weiss' public house at turn off of the road to the Ennasleigh	23
Thence to Stewart's station	13
,, James' ,,	30
,, Gibson's ,,	25
,, Anning's cattle station at head of Flinders	15
,, Muirson's and Co.	15
,, Anning's sheep station	15
,, Bett's	22
,, Walpole's (Albert Downs)	40
,, Marathon (Sutherland's)	10
	208

XXII.

Richmond Downs to Burke Town—		*Miles.*
Marathon to Hays		32
Thence to Kirk's Camp		26
,,	Anderson's station	75
,,	Henning and Morrisey's (Fort Albany)	23
,,	Gibson's	16
,,	Seaward and Marsh's	50
,,	Taylor's public house	45
,,	Company's Station, Landsborough Road	36
,,	J. G. Macdonald's Floraville Station, at crossing of Leichhardt	30
Thence to Company's Station, crossing of Bearne's brook		44
,,	Burke Town	16
		393

XXIII.

Dalrymple to Carpentaria Downs		*Miles.*
Dalrymple to Allingham's cross roads		23
Thence to Allingham's		7
,,	Stockyard Creek (first crossing)	14
,,	,, old camp	6
,,	Clark Creek (upper crossing)	25
,,	,, (lower crossing)	5½
,,	Clark River	3
,,	Old camp	8½
,,	Stony Creek	2
,,	Lower crossing Christmas Creek	10
,,	Head of ,, ,,	10
,,	Porphyry Creek	8
,,	Turn off road to valley	2
,,	Dry River	5
,,	Lucky Creek	7
,,	Quartz ,,	10
,,	Top of Western Range	5
,,	M'Kinnon's	16
,,	Carpentaria Downs	30
		197

XXIV.

Carpentaria Downs to Albert River—		*Miles.*
Carpentaria Downs station to Sandy Creek		21½
Thence to head of Robertson River		12
,,	Gilbert River	40
,,	Junction of Langdon	34

Thence to	Gilbert River, Defiance	17
,,	Junction Ana Branch	10
,,	Swamp, Horse-shoe camp	9
,,	The last camp on Gilbert, below junction of supposed River Lynd*	25
,,	Robertson's Lagoon	24
,,	Charley's ,,	18
,,	Emu Swamp	10
,,	Champion's Lagoon	6¼
,,	Norman crossing	¾
,,	Flinder's crossing	17
,,	Armstrong's Creek	7½
,,	Tree marked L, Rocky Pond Creek	9
,,	Inverleigh	11
,,	Table-topped Ridge	1
,,	Chain of Ponds, Western bank of deep Dry Creek	3
,,	Water-course, Rocky Holes	6
From	Water-course to Landsborough's River	14
Thence to	Floraville Station, Leichhardt River crossing	5
,,	Albert River, head of Navigation	38
		339

XXV.

From head of Navigation, Albert River, to the Landsborough River—

		Miles.
From	head of Navigation to Bearne's Brook	7½
Thence to	Nicholson River	1½
,,	Up Gregory River	9
,,	Depôt	18
,,	Tree marked Lc† under broad arrow	7
,,	,, M, site for station	3½
,,	Camp	14
,,	Consolation Creek	17½
,,	Leichhardt River	16
,,	Along ,,	15
,,	Landsborough River	15½
		124½

* The proper name of supposed River Lynd is the Ennasleigh, a tributary of the Gilbert. The River Lynd is supposed to have no existence. Mr. Macdonald's station of Carpentaria Downs is situated at the head of the Ennasleigh.

PORTS AND HARBOURS.

THE FOLLOWING SIGNALS ARE IN USE AT THE PORTS OF THE COLONY OF QUEENSLAND.

Pilot—Union Jack at the fore.
Pilot Boat—White and red flag, horizontal.
Customs—Union Jack at the peak.
Water Police (Day Signal)—Ensign at the main.
Water Police (Night Signal)—Gun to be fired, and a bright light hoisted at the peak and the mizen.
Steamboat—Rendezvous Flag at the peak or mizen.
Gunpowder on Board—Union Jack at the main.
Health Officer—Blue Flag at the main.
Medical Assistance—No. 5 at the peak.
Mails on Board—White Flag at the fore, to be kept flying until the mails are delivered.
English Mails—Ensign at the fore.
Exemption (Day Signal)—White Flag at the main.
Exemption (Night Signal)—Two bright lights hoisted vertically at a distance of two feet between each lantern, in some conspicuous part of the vessel.
Government Immigrants on Board—Ensign at the mizen.
Quarantine—Yellow Flag at the main.

The following is a description of the flags in use in Moreton Bay. They are not in use in Port Denison, but, in the hope that the Government will, before long, supply our harbour-master's department with a set of flags, we describe them here. The numeral flags are on a very good system, inasmuch as the number which the flag indicates is denoted by the number of stripes and stars on the flag, so that no effort of memory is required to read a signal.

The descriptive flags are square, the numerals are triangular. There are also three distinguishing pendants.

The descriptive flags are:—
Ship or Barque—Blue.
Brig—White, red centre.
Schooners—Yellow centre.
Cutters—Yellow centre.

The numeral flags are:—
1—Whole red flag.
2—Blue and Yellow horizontally, yellow uppermost.
3—Blue, Yellow, Red, vertically, blue next the staff.
4—Four Red and White chequers.
5—White flag, five blue stars.
6—Six horizontal stripes, blue and yellow, blue uppermost.
7—Blue flag, seven white crosses.

8—Eight half chequers of blue and white alternately.
9—Nine vertical stripes, red and white, red next the staff.
0—Blue flag, with white ball.
Substitute—Whole white flag.
Numeral Pendant—Red and yellow vertically, yellow next the staff.

Distinguishing Pendants:—
1—White, with red ball.
2—Blue, with white do.
3—Red, with white do.

It is much to be wished that this system could be introduced, for though the one in use at present does great credit to the abilities of the compiler, yet it is hardly so good as the Brisbane Code; and, besides, we think it is very unnecessary to have a separate Code of Signals for each little port. All the ports of the same colony at least should have the same official Code, and we think that the Government should supply the necessary flags. We have to express our indebtedness to Lieutenant Hall, R.N., Portmaster of Queensland, and to the sailing master of H.M.S. Salamander, for assistance in the compilation of the appended sailing directions, which may be relied upon as correct, being derived from actual survey. The charts to which reference is made, if not already in the colony, are expected to arrive immediately. We add to the sailing directions a few notices to mariners published in the newspapers by the Portmaster of the Colony relative to the portions of the coast of Queensland included in our sailing directions.

SAILING DIRECTIONS.

INNER ROUTE FROM SANDY CAPE TO CAPE GLOUCESTER.

The Inner Route is the passage between the Great Barrier Reefs and the east coast of Australia, from Sandy Cape to Cape York, a distance of about 1050 miles. There are two entrances into it from the south-eastward, one being the Curtis, and the other the Capricorn Channel.

CURTIS CHANNEL

Is entered between Breaksea Spit and Lady Elliot Isle, where it is 28 miles broad; the centre of the entrance, in which is about 18 fathoms water, being from 8 to 10 miles within the 100-fathoms edge of the bank of soundings. The channel passes between the Bunker and Capricorn Groups and the

main land from Bustard Bay to Cape Capricorn, then to the north-westward, along the coast by Capes Manifold and Townshend, and afterwards between 2nd and 3rd Northumberland Isles, and to the westward of the Percy Isles. The soundings are regular, and there do not appear to be any other dangers than those already described ; but, being more circuitous than the Capricorn Channel, the latter should be selected by vessels proceeding direct to Torres Straits by the Inner Route.

CAPRICORN CHANNEL

Is the broadest, shortest, and most safe entrance into the Inner Route from the southward. It passes between the Capricorn Group and the main land about Port Bowen to the westward, and Swain Reefs to the eastward, and then to the eastward of the Percy Isles ; its average breadth being about 60 miles.

Soundings.—The depth gradually decreases from 80 fathoms in mid-channel, between the Capricorn Group and south extreme of Swain Reefs, to 30 fathoms abreast of Port Bowen. The bed of the channel is a continuation of the bank of soundings extending from Breaksea Spit to the Bunker and Capricorn Groups ; the 100-fathoms edge of which, in mid-channel, being nearly in line between the Bunker Group and the south extreme of Swain Reefs. The soundings are regular right across, from Swain Reefs to the Capricorn Group, and to the main land, varying from 60 to 25 fathoms.

The nature of the bottom sometimes differs, but in general it is either a very fine sand or a soft olive-coloured clay and mud, with occasional patches of black, shelly, or coral sand.

Should the depth of water decrease to less than 40 or 35 fathoms in the vicinity of the Capricorn Group, it is necessary to keep a sharp look-out for the islands and reefs. Great caution is also requisite in approaching the south extreme of Swain Reefs, as there are 50 and 60 fathoms water close to them.

Caution.—It may not here be amiss to remark that, although the lead should never be neglected in these seas, it must not be too implicitly trusted, as most of the reefs and coral patches (with which the northern part of the Inner Route especially abounds) spring up so abruptly from the bottom that the lead frequently gives no warning of their vicinity before a vessel approaches too near to avoid them. *A keen look-out from the mast-head, cool judgment, and ready action* may, therefore, be urged as a general rule to ensure successful navigation amongst the reefs. To these hints it will only be necessary to add, that a vessel should never be steered in the glare of the sun, except

over such ground as may be safely navigated in the darkest night, as the glare makes it impossible to see the different colours of the water indicating dangers to be avoided.

Tides.—The strength of the flood sets in about W. by N., and the ebb out in the contrary direction, from one and a-half to two knots; but, from the prevalent south-easterly winds, it is to be presumed that a greater degree of north-westerly set will occasionally be experinced.

FROM PERCY ISLES TO CAPE GLOUCESTER.

There are two channels from the Percy Isles to Cape Gloucester—one to the eastward, and the other to the westward of the Northumberland and Cumberland Islands; but the distance by the Eastern and Western Channels being nearly the same, either may be adopted. The Inner channel runs between the islands and the main land, which afford numerous and good guiding marks; whereas the Eastern or outer channel, though wide, passes at a greater distance from the islands on the western side, and is chiefly bounded to the eastward by dangerous and imperfectly known reefs, instead of islands and the main land.

THE EASTERN OR OUTER CHANNEL

Is bounded to the eastward by Bell Cay, the inner limits of the barrier thence to the sand-banks westward of the islets K 4½, and K 4, a dry sand bank seen by Captain Flinders nearly N. by E. 12 miles from L 2, and the irregular edge of the reefs to the north-eastward of the northernmost Cumberland Island.

It is bounded to the westward by 1st Northumberland Isle, the Percy Isles, K 1, K, K 2, and L 2, and the chain of islets, rocks, and reefs fronting the northern cluster of the Cumberland Islands.

A dangerous shoal, not laid down in the charts, is said to exist three miles E.S.E. of the S.E. extreme of the N.E. Percy Island; but it lies out of the track of vessels *running* through the Outer or Eastern passage.

The greatest breadth of the Eastern Channel is about 30 miles, between Bell Cay and 1st Northumberland Isle, and its least breadth is 5 miles, between the sand-bank to the westward of K 4½ and K Isles. The soundings are regular, varying from 25 to 37 fathoms. The bottom is in some places mud, and in others sand.

THE WESTERN OR INNER CHANNEL,

As far northward as Whitsunday Passage, is bounded on the eastern side by the Percy Isles, Bailey Islet, L 1, m., and

Sir James Smith Group, and on the western side by H. Isles, the Beverly Group, the main land from Fresh-water Point to Point Slade, the shoals off Shoal Point, Cape Hilsborough, and the Repulse Isles.

The least breadth of this channel is about five miles, between the Beverly Group and a line from No. 2 Percy Isle to Bailey Islet; and its greatest breadth is 23 miles, from Fresh-water Point to the same line. The soundings are generally regular, the least depth being four fathoms, and the greatest nineteen fathoms; the bottom is in most parts sand and mud.

The only known dangers in this channel are the rocks to the southward and north-westward of Prudhoe Island, and the four fathoms knoll between Shoal Point and L. Island.

Tides.—Between Capes Hillsborough and Conway the ebb stream sets to the N.E., and the flood to the S.W., but they are very irregular in the direction of the stream; the greatest strength is about one and a-half knots.

WHITSUNDAY PASSAGE.

The northern termination of the Inner channel just described is bounded to the eastward by Shaw Passage, Whitsunday, and Hook Islands, and the islets between Hook Isle and the northernmost of the Cumberland Islands; and is bounded to the westward by the shoal extending from Cape Conway to Round Head, Molle Isles, and the islets which lie scattered to the eastward of Cape Gloucester.

Spitfire Rock.—A dangerous rock, awash at low water, lying on the eastern side of the channel, at a distance of one mile and a-half from Shaw Island, *Shaw Peak* bearing N. 74° E., *Cape Conway* S. 49° 30" W., magnetic.

Platypus Rock.—Nearly awash at high water; lies at the SW. end of Shaw Island, at a distance of about ¾ of a mile.

The least breadth of Whitsunday Passage is two miles, between Passage Isle and Pine Head, to the northward of which it increases to four and seven miles. The soundings, on approaching from the southward, increase suddenly at about three miles to the southward of Cape Conway from an eight and nine fathoms flat of fine sand and mud, to twenty and twenty-five fathoms, and even deep water, on a very coarse bottom.

Tides.—It is high water in Whitsunday Passage, full and change, at 11h. The shores on either sides of the passage being bold, may be approached without any other apprehension than may arise from the strength of the streams, which run three knots during springs, and the velocity is sometimes greater. They do not appear to set so strong on the eastern

side, between Shaw and Passage Isles; and the contrary in the vicinity of Port Molle. The ebb and flood streams are apparently regular, setting six hours each way, the ebb to the northward, and the flood to the southward. At Port Molle the greatest rise of tide observed did not exceed ten feet, although Captain King noticed a rise of eighteen feet at the Repulse Isles, and twenty-four at L. Isle. The rise and fall of the tides between Broad Sound and Port Denison appear to be considerably affected by gales of wind outside the barrier, the water apparently being banked up inside the reefs during strong south-easterly winds.

N.B.—The following directions, applying to Whitsunday Passage, will not, we fear, be very easily comprehensible without the chart to which they refer, as some of the islands have been renamed, and others were not known to exist previously. Passage Island, for instance, has been found to consist of two or three islands. As, however, the charts are expected to arrive early in the current year, we have thought it advisable to publish the directions, notwithstsnding their present incomprehensibility.

Beginning at Dent Island, it will be seen by a glimpse at the chart that there is a deep channel between it and Passage Island, which will be of very little use from its being so narrow, viz.: one-seventh of a mile, the tides rushing through at from 3 to 4 knots an hour during the springs, with a force of from 1 to 2 knots at all times, make it dangerous even for a steamer. The soundings being deep indicate great strength of the tides, in all cases, amongst these islands, and therefore the channel is not to be recommended. Two islands fringed with coral exist in the centre of the channel, one at the entrance at the North, and one in the middle. These islands are small and well wooded, with coral reefs extending some distance off them in a S.E. and E. direction, otherwise the passage is clear. The west coast of Dent Island has numerous bays; those near the N.W. end were examined by Capt. Nares of H.M.S. Salamander. Deep water was found within one-tenth of a mile of the beach, affording no anchorage from the fact of a fringe of coral surrounding them, and the tides running round the N.W. end of the island. This island is moderately high, and well wooded from the water's edge to its summit. It is 3¼ miles in length from north to south, and eight-tenths of a mile in an east and west direction.

Henning Island is a small island, one mile in length, and three-tenths of a mile in breadth, well wooded from water's edge to summit, and has small bays along its east and west coast line, with small sandy beaches; a shallow mud flat runs

off its southern end, with 2 to 3 fathoms water on the extreme edge of it. This flat runs off seven-tenths of a mile in a S.E. direction, and continues shallow for the same distance off the east coast line of the island to the north end, where it terminates, the soundings increasing to 7 fathoms. Off the N.W. part of the island is a rock, with a few trees on it, about 30 feet high, connected with Henning Island by a reef.

The bay inside Henning Island is about 2 miles in breadth in its widest part, and nearly the same in length; has very deep water in it; is easy of access; and, should anchorage be required, it may be obtained a little to the S.E. of a rocky island in the north part of the bay. The fiord seen in the chart has only one fathom of water in it. Ships requiring anchorage should enter by the north channel, between the north end of Henning Island and the rock off Whitsunday Island, where she will have deep water in the channel across to the rock. With the rock bearing N.W., a quarter of a mile distant, a good anchorage may be obtained in 7 fathoms, with mud bottom. The land about the bay is very high, and, like all parts of this coast, is well wooded.

The coast of Whitsunday Island, from the point forming the channel into the bay, eastward of Henning Island, is high, well wooded to the water's edge, has three bays along it, with shallow water in them, and a point with a rock off it forming the western extremity of the island. After rounding this point, which has deep water off it, the channel between Cid Island and Whitsunday may be entered. It has no dangers, and the soundings are from 9 to 20 fathoms. Good anchorage may be obtained under Whitsunday Peak, opposite the watering place, in from 3 to 7 fathoms, mud, good holding ground. Here a ship may be anchored close into the shore, and watered with the greatest ease. To enter this place either from the north or south of Cid Island, a glance at the chart is sufficient. The coast of Whitsunday from the point with the rock off it is steep, with rocky beaches, and trees within a short distance of the water's edge. The opening in the land, 1½ mile from the watering place, has shallow water in it, and is apparently of little use. Cid Island is 670 feet high, with a range of hills running from north to south. Off its east end is Evergreen Island, with a reef running off it in a S.W. direction. There is a channel of 7 fathoms between it and Cid, but it is not to be recommended as it is narrow, and also the tides are rather strong. Off the west coast of Cid is Hill Rock, 80 feet high, connected with Cid by a reef, which is covered with trees, and the soundings are deep off it.

The channel between Cid and Whitsunday Islands will be

found difficult to enter, from the baffling winds occasioned by the high lands of Whitsunday Island. The flood runs to the eastward, and the ebb to the westward—rise and fall 10 to 4 feet, from 7 to 5 knots per hour. Whitsunday Island is here steep and rocky, with several small sandy bays, and a mountain range running along within two miles of the beach, and terminating in what may be called a huge cairn, 1300 feet from the level of the sea, where it suddenly descends to a lower range of hills, sloping off to the point, and forming the south side of the passage. A shallow bank, running out two miles, with from 2 to 3 fathoms, was found stretching out from the point by the shallow opening to within two miles of the north point of Whitsunday Island. Thence the soundings increased to 10 fathoms in the middle of the channel between Whitsunday and Hook Islands. The channel is deep and very narrow, and is not to be recommended, from the fact of a shallow bank running out from the south side of Hook Island. Should it be deemed necessary to use it, it will be found advisable to keep the north shore of Whitsunday Island on board. The tides here run with considerable force. The coast of Hook Island is much like that of Whitsunday Island; it has two openings in the land running along its whole length from north to south. Hook Peak is very conspicuous, rising 1520 feet above the level of the sea; there are several other mountains ranging from 1200 to 1300 feet on Hook Island. It is well wooded. Pine trees were seen apparently of good growth, and no doubt suitable for spars of small vessels. Water was obtained in the position marked in the chart. These remarkable openings would seem to afford good anchorage, but it was found, on sounding the inside points, that the water was so shallow and the wind so baffling, that it would be impossible for a sailing vessel to anchor. A steamer requiring anchorage here might obtain it just outside the three fathoms line. The chart will be the best guide. Water may be obtained at the places marked in the chart. It is difficult to ascertain whether it lasts all the year round or not, but in all probability it does, as numerous natives were seen here as well as on Whitsunday Island. It was very seldom that we could get a glimpse of them, but from fires on the island it was evident that they were numerous. Hayman Island is about two miles long in a N.W. and S.E. direction, and about three-quarters of a mile in breadth. It has a range of hills running along its whole length. In the centre are two well defined peaks. The highest is 850 feet above the level of the sea, and is scantily wooded except near the peaks. In February, 1866, when we visited it, the grass was so thick and high that it was with

great difficulty we got through it, when making our way to the peak for the theodolite observation. Natives were observed fishing from a canoe, but directly they saw our encampment they were off. A small quantity of water is obtainable here.

Off the S.W. of Hayman Island, and distant half a mile, is Ackhurst Rock, about 230 feet above the level of the sea. It is well wooded from the top to the water's edge, and is connected with Hayman Island by a reef extending from the west point of that island, running out nearly a mile to the southward, continuing nearly at the same distance along the beach until it reaches its eastern point, where it terminates, the water immediately increasing to 9 fathoms. This reef is uncovered at low water for a considerable distance off the islands, rendering it difficult for a boat to get near the beach at that time.

The soundings along the western coast of the island are deep. Two fine bays or beaches were observed whilst sailing along it in the whale boat.

Lanford Island is much like Ackhurst, has a sandspit, always uncovered, running out from it in the direction E.S.E. for one-tenth of a mile, from the east extremity of which a large reef runs out a short distance, when it immediately takes a turn to the southward for nearly a mile, running to the westward for the same distance, until it meets a rock 20 feet high, and finally reaches Langford Island. Over the reef the soundings are shallow, but along its edge pretty deep—from 8 to 11 fathoms. There is a small island in the middle of the channel between Langford and Hook Islands, 50 feet high, and covered with trees and bushes. It has a sandy beach. A reef runs round it, with rocks at the N.E., which makes the channel between the reef of Hayman Island and the reef of this island very narrow. Between Hayman and Hook Islands are three channels, very nearly the same in width, and very easy to navigate, the depth of water in each varying from 10 to 16 fathoms; a glimpse at the chart and a good look-out from the mast-head is all that is required.

Pioneer Point rises to the height of 1250 feet within a mile of the beach, and has a rocky island off it, and a sunken rock, also called Pioneer, bearing N.N.W. about three-quarters of a mile off it. The soundings off the Point, and to the eastward of it, are deep, with the exception of Pioneer Rock, which has 1 fathom over it at high water, and from 4 to 7 fathoms all round it.

The coast from Pioneer Point to Grimstone Point is a succession of large bays, with shallow soundings within the points of the bays. The land is high, with high hills and lofty mountain ranges running in all directions along the coast. At

the bottom of the bays and along the shore mangrove bushes are so thick that it would be difficult to find a landing place. The hills are well wooded from the coast line to their summit. The soundings from Pioneer Point to Cape Grimstone are regular, decreasing from 4 to 2 fathoms as the shore is approached. These soundings run from a small island connected with the main land by a shallow reef under water at Grimstone Bank.

The coast is indented with several deep openings or bays. In those that have been sounded anchorage may be obtained from southerly winds, and especially under Grimstone Point. High mountain ranges terminating in points with hills on them of various heights, and well wooded to within a short distance of the water's edge, extend as far as the point or cape formely called Cape Gloucester; thence the coast is more regular, until it reaches the point between Gloucester Island and the main.

The soundings from the point formely called Cape Gloucester to the opening between Gloucester Island and the main are very regular, decreasing from 7 to 4 fathoms. Here a vessel may anchor anywhere, sheltered from the south winds; the only known dangers are a detached shoal and a reef off the small island, midway between the cape and the channel between Gloucester Island and the main.

Double Cone Islands are two in number, the northern one being 500, and the southern one 312 feet high. When seen from the northward they appear like two perfect cones. Hence their name. They are connected by a reef running out some distance from the south end of the smaller island. Over this reef the water is very shallow; at the edge the water deepens from 7 to 10 fathoms. Off the North Island there is no reef, and the water appears to be deep. These islands are scantily wooded and very difficult to ascend.

Wedge or Armit Island is about one mile from north to south, and about half a mile wide, and is 550 feet high. There are no dangers off it. Eastward of it are three smaller islands, 40, 210, and 80 feet high respectively. They are nothing but rocky islets, with very few trees and stunted grass upon them. The sounding off these smaller islands are deep, with the exception of the middle one, which has a reef running out a little distance from the end of it. This reef extends to nearly midway between the north end of this island and the 80 feet high island, and then terminates in a point off the N. W. end of the middle island, having a narrow but deep channel of 10 to 14 fathoms between the two.

Ackhurst Island is about a mile in length from north to

south, and about the same in width from east to west; is 545 feet high, and is covered with grass with a few trees on its summit. The soundings round it are from 5 to 8 fathoms. Off its N.W. point is a shoal of 1½ fathoms. There are also two smaller islands off the North Point, one 40 feet high, and the other 10 feet. The 40 feet high island has a reef off its south end, and the channel between it and Ackhurst Island is blocked by the shoal above mentioned. The 10 feet high island has from 6 to 10 fathoms all round, and the channel between it and the 40 feet high is free from danger, with soundings from 6 to 10 fathoms.

Olden Island is 300 feet high, with grass and trees near its summit. A sandy spit runs off its south extremity. Off the S.E. end of this island is a rocky island, about 20 feet high, connected to Olden Island by a reef. Between Olden Island and the main is good anchorage, and the channel is free from danger.

Cannor or Gumbrill Island is 390 feet high; has a reef running round its east side, outside of which the soundings are deep, having from 6 to 9 fathoms all round the island. The channel between it and Olden Island is about two miles wide, with soundings from 9½ to 13 fathoms in it.

Eshelby Island is 170 feet high; very rocky; has a small island 50 feet high near its south end, connected to it by a reef. The soundings round it are deep. It bears nearly north from Armit Island, 4 miles distant.

Rottray Islands are two in number, connected by a reef. The South Island is 375 feet high, and the North one 235 feet —this island has not been sounded round. It lies west, 3½ miles from Eshelby Island.

Saddle-back Island is from 350 to 500 feet high; has a rocky appearance, with a reef off its south end, and also on its east side. The channel between it and the cape, formely called Cape Gloucester, is good, and is about a mile in width. In the Channel the soundings are from 5 to 8 fathoms, and the anchorage under the lee of the cape is very good.

PORT CURTIS.

In making Port Curtis, either from the northward or southward, Mount Larcom may, as a general rule, be first steered for, until the adjacent hills are clearly made out.

A vessel from the southward, entering by the South Channel, should, after passing by the rocky islets lying off Bustard Head, bring Mount Larcom in line with Gatcombe Head, and

steer for them so, until Peaked Hill (a remarkable mountain, 2000 feet in height, fifteen miles to the south-westward of Rodd Bay) is in line with the highest of the Seal Rocks, S.S.W. ½ W.; then steer S.W. ½ S. for two and three-quarter miles (making due allowance for the strength of the stream), or until Mount Larcom is about a quarter of a point open to the northward of Round Hill, the latter bearing W. by N., which would place a vessel about half a mile to the N.N.W. of the highest of the Seal Rocks; a W. by N. ½ N. course (allowing for the stream, and keeping South-trees Point well open to the southward of Gatcombe Head) will then lead directly into the harbour, passing at about three-quarters of a mile to the southward of Gatcombe Head. A secure anchorage may be chosen, if necessary, off Observation Point—the nearer the shore, with safety, the better, as the tide stream runs from one and a-half to two knots, at a third of a mile off. Vessels generally select this as a fairway anchorage, when waiting to proceed to sea; and those of the largest size may safely go up, and anchor in six fathoms in the stream between Barney and Auckland Points.

After passing Gatcombe Head within three-quarters of a mile, steer up the harbour until Mount Larcom opens out to the northward of South-trees Point; leave two black beacons placed on the north-east edge of the banks stretching to the south-east of South-trees Point on the port hand, and pass that point at about a cable's length, leaving two red boys, one on the eastern and the other on the south-eastern extreme of the Middle Bank, on the starboard hand. Keep Auckland Point open of Barney Point, and pass these points at about a cable's distance also, leaving a third red buoy nearly abreast Barney Point, and which points out the position of a small rocky patch having not more than five feet of water on it at low water, on the starboard hand.

Vessels bound up the creek will pass, on the port hand, a small black beacon to the westward of Auckland Point, and two red beacons on the starboard hand, the first of which is placed on the end of the spit running out from the mangroves on the west side of the creek.

In working up the harbour, be careful not to shut out Auckland Point with South-trees Point, and not to approach the shore between Gatcombe Head and the next rocky point to the N.W. within one-third of a mile, as a dangerous reef of coral runs out to nearly that distance from off a low rocky double point. The rocky patch to be avoided off Barney Point lies with Barney Point nearly in a line with round or One-tree Hill; and with the north extreme of the high land to the

northward of Mount Larcom, just shutting in with the land on the north side of the harbour. There is room to pass on either side of this patch, which is of very small extent.

The north extreme of the high land to the northward of Mount Larcom, kept open of the land on the north side of the harbour, leads clear of the south-west edge of that portion of the Middle Bank which lies to the westward of the rocky patch.

In entering the South Channel from the northward, a vessel should make for Hummock Hill, keeping it on a south bearing, and taking care not to bring it to the eastward of S ½ E., in order that the eastern edge of the East Banks may be cleared. When the Seal Rocks are distinctly made out, approach them on their northern side (which is steep-to) until Mount Larcom is about a quarter of a point open to the northward of Round Hill, W. by N.; then proceed up the harbour as above directed.

Vessels from the northward entering Port Curtis by the North Channel, should, when the land is clearly recognized, bring the extreme of Gatcombe Head to bear S.W. by W., when it will be in line with Settlement Point, and should be kept so until the eastern coast of Facing Island is shut in by the east point of the island: a vessel will then be clear of the north-west end of the East Banks, and of the shoal water off Facing Point, and may round the south-east end of Facing Island. Keep about a quarter of a mile outside Settlement Point and the detached rock off Gatcombe Head, taking care to steer clear of the 3¼-fathom knoll off the head. A berth may then be taken up as before directed.

Vessels proceeding along the coast from the northward towards Port Curtis should not approach the shores of Facing Island within three miles, rocks (which are not laid down in the charts) running out from the land nearly to that distance.

Vessels entering Port Curtis at night should bring the light on Gatcombe Head to bear S.W.W. ½ W., and steer for it, passing Settlement Point at a distance of about a quarter of a mile, and being careful to avoid the Oyster Rock lying off Gatcombe Head. It is proposed to erect a reflecting beacon upon this Rock during the present year.

The light is visible to seaward some 9 or ten miles, but is obscure to the southward of a S.W.W. bearing. The present temporary light will be replaced by a 5th order dioptric light during the present year.

Tides.—It is high water in Port Curtis, full and change, at 9h. 30m.; the rise being from ten to twelve feet. The tides here are much affected by the prevailing winds, and the stream at times sets very strong in the channels.

KEPPEL BAY.

On rounding Cape Capricorn steer about W. by N. (making due allowance for the set of the tide) for the Second Lump, a bold rocky island; or when a peaked hill on the main land (called the Cock's Comb) is visible, keep it open to the northward of the Second Lump, until Broad Mount opens out to the northward of the outer Keppel Rock. These marks lead clear of the black buoy on the northern edge of Cottier's Bank, on which there is about 7½ feet of water at low-water springs. When abreast the outer Keppel Rock, which may be passed within half-a-mile, steer west, making due allowance for tide, until the Timandra Bank buoy is reached, and South Hill is well opened out to the westward of Sea Hill. South Hill will then bear about south by compass. Strangers should always pass outside the black buoy off the Timandra Bank, which shoal extends off the shore between Sea Hill and the Keppel Rocks; on it there are several patches of dangerous rocks, which only partly show at very low tides; and at the edge of the bank the water shoals very suddenly. Here the "Timandra"—from which the bank takes its name—was lost.

At night two lights are exhibited from the Pilot Station, which, when brought into line, point out the direction of the Timandra Bank buoy.

After passing this buoy a vessel may haul up gradually to the southward, and, if intending to anchor in Keppel Bay, will find good anchorage within half-a-mile of the shore by bringing Sea Hill to bear N.E. There is also good safe anchorage along the western shore of Curtis Island, in from three to five fathoms, as far southward as Division Point. Care must be taken to avoid a sand bank running off from Division Point, the north extreme of which lies in a line drawn from Sea Hill Point towards South Hill, one and a-half mile distant from the former point. Its position is marked by a black buoy.

Vessels intending to proceed up the Fitzroy River should, when abreast of Sea Hill Point, and at a distance from it of half-a-mile, steer S.W. ½ S., and pass the Elbow Lightship on the starboard hand. Then haul up to the westward, and pass at about a cable's length to the southward of the large mangrove island, leaving a black beacon on the spit off Raglan Creek on the port hand, and, after leaving the large mangrove island, keep the port shore on board within half a cable's length, leaving a red buoy, which is placed on the N.W. extreme of the spit running off the small mangrove island on the starboard hand, and entering the Fitzroy River in mid-

channel. The starboard shore should be kept on board throughout the first reach, beyond which the channel is marked out by white beacons on the shore, and black and red buoys and beacons, which are to be left on the port and starboard hands respectively. From the shifting nature of the shoals in the Fitzroy River, masters of vessels who are not constantly visiting the port will save much time by taking a pilot.

Vessels intending to enter the harbour of Broad Mount, should, after passing the red buoy off the spit running from the small mangrove island near the entrance to the Fitzroy River, keep away to the eastward at a distance of about two cables from the main land, and anchor as convenient. There is deep water to within less than 200 feet of the shore, to beyond West Arm Hill.

The Pilot station is situated on the "Grassy Hills," a point of land between Cape Keppel and Sea Hill, and vessels are boarded by the pilots off the Keppel Rocks.

Tides.—The rise and fall are from 7 to 15 feet, and the stream runs from two to three knots in Keppel Bay.

At the Upper Flats a Lightship is placed, from which the following tidal signals are exhibited by day and night. (See Advertisement.)

BROAD SOUND.

THERE are three entrances into Broad Sound: the first between West Hill and the Flat Islands; the second through Thirsty Sound; and the third and best between the Flat and North Point Islands.

Vessels coming from the northward, and using the western channel, should be careful to avoid a sandy shoal lying E. by S. four miles from West Hill, and on which there is as little as nine feet water. 3rd and 4th Islands are sufficiently steep-to on their western sides to admit of the channel being navigated by small craft without much difficulty; and there is anchorage, during easterly and south-easterly winds, close under the north-west side of 4th Island. At the south-east opening of this channel it becomes very contracted, though there is a narrow channel through, with about ten feet at low water.

The easternmost channel through Thirsty Sound shortens the distance to Broad Sound considerably to vessels coming from the southward; but the tides are very strong in this channel, and the bottom very foul through a great portion of

its length, causing a heavy tide ripple ; there does not appear, however, to be less than two fathoms water in the channel. The centre channel, which is by far the best, lies between Flat and North Point Islands. After passing Cape Townsend a good look-out should be kept for the numerous rocks and shoals which lie off the entrance to Broad Sound. When midway between North Point Island and the 2nd Flat Island, a vessel should steer S. by W. 16 miles—making due allowance for the tides, which run nearly 3 knots—when she would be near the Fairway buoy off the entrance to the St. Lawrence Creek. In fine weather vessels may, while waiting for tide or a pilot, anchor close to the north-eastward of the Fairway buoy, in 4½ fathoms at low water, the red cliffs bearing about W. by S. two miles distant.

All vessels visiting Broad Sound should be provided with good ground tackle, as the tides run with great velocity, and when setting against the wind cause a very heavy short sea.

Vessels requiring the service of a pilot should fire a gun when off the entrance to the creek.

All red buoys are to be left on the starboard hand on entering, and all black buoys on the port hand.

The sand banks which are to be seen at the entrance of the St. Lawrence from the anchorage off the Fairway buoy, should be nearly covered before attempting to get under weigh for the purpose of going up to the township.

To go up the creek, pass the Fairway Buoy, which is black, on the port hand ; steer to the southward for about a mile, being guided by the buoys on either hand ; then haul up W. by S. and pass within 10 or 15 yards of the red buoy off the south end of Rocky Island ; then haul rather more to the southward, passing a black buoy on the port hand, and steer direct for a white beacon on Mangrove Island. When within a cable's length of the island, steer for the beacon on Small Island, passing it within ten yards ; then cross over to the beacon on the opposite shore ; keep that shore on board until abreast the next beacon, when again cross over to the north side ; keep the north shore on board until abreast the next beacon, when again cross over to a beacon on the south side ; keep along the south shore until abreast the next beacon, when again cross to the north shore and pass two beacons ; cross once more to the south shore, and keep that shore on board until nearly as far as the rocks below the township.

The best place for mooring abreast the township is just above and inside the rocks.

The Basin.—At a distance of about three and a-half miles from the Fairway Buoy, between the south shore and Man-

grove Island, is a land-locked basin with from seven to nine feet at low water. The shore is steep-to, and the distance from the township is only about four miles, for the most part over a level plain. If vessels could discharge their cargo at this spot detention might probably be prevented, by avoiding the tedious navigation through upper portions of the creek. There is eight feet at high water neaps over the flats below the basin.

It is necessary that all vessels visiting the St. Lawrence should be provided with good warps for moorings.

Should vessels, after entering the river, not be able to reach the township, care should be taken to ground fore and aft in the channel, so as to insure lying on an even keel, and end on to the flowing tide.

The sand banks above Rocky Island are shifting sands, and are liable to alter their positions after floods, or even after spring tides.

Some three or four miles south of the entrance to the St. Lawrence Creek is the mouth of Waverley Creek. It is open to the northward, but, after entering the second reach, which tends to the westward, a vessel is sheltered from all winds, and can moor alongside the north bank. Neither at this spot, nor before arriving at it, is there less than six feet at low water.

There is anchorage, during northerly winds, under Turtle Island, off the entrance to the River Styx, in from four to six fathoms at low water. Vessels should approach from the N.W., between the banks off the main land and Turtle Island. Bearings at anchorage—Upper Head, E.S.E. ; West Head of Styx, S.S.W.

It is high water in Broad Sound at full and change at 11h. 15m. Rise and fall of tide, from 20 to 36 feet.

PIONEER RIVER.

VESSELS on nearing the Pioneer River can always recognize its position by its proximity to two islands, lying north-west and south-east, one mile apart; that to the south-east being round-topped and moderately high, while that to the north-west, although about the same height, is flat-topped.

The entrance to the Pioneer is about one and a-half mile south-west of the flat-topped island. A bar extends across the mouth of the river, which nearly dries at low water springs, and from thence the depth of the channel, which has an average width of one cable, varies from one foot to seven feet at low

water, until within about three-quarters of a mile of the settlement, when it again almost dries across, and from thence the depth gradually increases until abreast the settlement, which is about four miles from the bar, and where there is about six feet at low water in the centre of the channel.

There is a rise and a fall on the bar from ten and a-half feet to sixteen feet, and at the settlement of from nine feet to thirteen feet, so that most of the vessels trading on the coast can enter the port without difficulty.

The directions for entering are as follows:—

In steering for the bar, keep a double hummock, which is about eight miles inland, just to the southward of some low sand hills on the beach. This will lead to the Fairway Buoy, which may be passed on either side. It is laid in three fathoms at low water, and is chequered black and white. From the buoy two white beacons will be seen on the beach, which, kept in one, show the best line for crossing the bar. A vessel may haul up when the island to the south-east of Slade Point is well shut in with the trees on the extreme east point, and when two red buoys have been passed on the starboard hand; the first of which is placed on the bar, and the second off the spit round which a vessel must haul up to the northward. On standing in shore care should be taken not to shut in L. Island with east point. After hauling up to the northward, two more red buoys will be passed on the starboard hand within a ship's length, when steer for the steep shore on the west side of East Point. As that point is neared the edge of the banks become more clearly defined; they are steep-to, and may be approached within a reasonable distance. Thence the channel runs along the starboard shore, until just before reaching a sandy cliffy point, when the township will be opened out to the westward, for which a vessel may then haul up and steer until nearly abreast the first point on the port hand, when it will be necessary to keep a good look out for the buoys which are placed in this portion of the channel, as the banks are here liable to shift. On entering, the red buoys are to be left on the starboard and the black buoys on the port hand. A berth may be taken up—as convenient—abreast the township, in from five to seven feet at low water.

Vessels intending to enter the Pioneer River should not run down on the lee shore when it is blowing hard from the east or south-east, but should anchor under some of the islands off the coast until the weather moderates. In moderate south-easterly weather a vessel would find sufficient shelter under the lee of the flat-topped island, being careful to avoid a sand-spit running off the south extreme of that island, toward the

east point at the entrance to the river. There is a shallow passage, about a quarter of a mile wide, between this spit and the shoal water off the main land. When in mid-channel the island to the south-east of Slade Point is on with the peak of M. Island. In coming from the southward, after rounding the spit a vessel should be hauled up gradually towards the north-west end of the island, and anchored as convenient. The entrance of the river is sheltered by the islands during north-easterly winds.

Vessels should carefully avoid the dangerous reef to the northward of the two islands off the Pioneer, and lying nearly midway between those islands and the island to the south-east of Slade Point. There is, however, a clear passage between this reef and the main land, and also between Slade Point and the small island lying off the shore. There is also a passage between the round and flat-topped islands.

The tides in the Pioneer River run from three to upwards of four knots. High water, full and change, 11$\frac{1}{8}$ hours.

Vessels, if drawing more than six feet, may lay aground at low water, abreast the settlement, in safety, on soft sandy bottom, the river at that time of tide forming a perfectly sheltered basin there.

On entering the river while any tide is running, the banks are generally visible, and there is little difficulty in navigating the river if proper attention is paid, and the lead kept going. From the narrowness of the channel, the port is not well suited for vessels of any great length.

N.B.—Heavy freshes occasionally alter the formation of the sand-banks in the upper part of the Pioneer River. Any changes, however, will be pointed out by the buoys and beacons which are now placed for the assistance of vessels navigating the river.

Plans of the river—from a survey made in November, 1862—can be obtained at the Port Office.

PORT DENISON.

FROM GLOUCESTER ISLAND TO PORT DENISON.

Vessels intending to enter Port Denison by the north entrance should, after rounding the north end of Gloucester Island within a mile, steer so as to pass about half a mile to the S.E. of Middle Island; thence—making due allowange for tide—

steering S.W. by W. ½ W. for North Head, taking care to avoid a reef which runs out a mile and a-quarter to the S.W. of Middle Island.

The North Head is a small rocky islet of moderate height, upon which the lighthouse is situated, and which will be seen from a considerable distance.

In entering the port by this channel, avoid the reef off the South Head (Stone Island), on which there are two black nun buoys laid in two fathoms low water, entering somewhat closer to North Head, and when abreast of it, steer for Middle Hill (a small cone on the main land midway between Mount Gordon and Mount Bramston), which course will take you in with not less than 16 feet low water; taking care to avoid a spit extending off Point Dalrymple, on which there is a red beacon and two red buoys lying in 10 feet low water, the innermost of which is the larger of the two. After rounding the second red buoy, keep away for the township.

It is to be observed, by these directions, that on entering the port the black buoys are to be kept on the port hand, and the red on the starboard.

Vessels entering the bay from the northward and westward, should be careful not to approach within a mile to the north-eastward of Edgecombe Point.

Vessels rounding Gloucester Island at night time, with dark boisterous weather, should (with the wind from the southward or eastward) keep within half a mile of the island, as it is steep close to, and by making a tack they will be able to select by the lead and smoothness of the water a convenient anchorage, in from 7 to 4 fathoms, under Gloucester Island.

There is also excellent anchorage in from 3 to 5 fathoms on the east side of the head of Edgecombe Bay. The soundings are very regular in all parts of the bay, and shoal very regularly, giving timely warning of being near the land.

Vessels having worked into the bay during the night, it is advisable that they should enter the port by the south channel, this being the best entrance to Port Denison, having the greatest width, and also the greatest depth of water.

To enter by the South Channel, vessels should, after rounding Gloucester Island, steer S.W. ½ S. (making due allowance for tide), until the peak of Mount Mackenzie (a long saddle-backed hill) is opened out to the southward of Middle Hill. These marks being kept open will lead through the south entrance, clear of the reef off the south end of Stone Island. Two red buoys are placed, one on the S.E., and the other on the S.W. extreme of this reef. When North Head is opened out clear to the westward of Stone Island, a vessel may haul

up for the township, passing a red beacon on the extreme of the sand-spit running off the west end of Stone Island, and take up her anchorage according to her draught of water.

In hazy weather, should Mount Mackenzie not be visible, vessels should be careful not to approach within three-quarters of a mile of the south end of Stone Island. The edge of the reef, however, can generally be distinguished in the day time by the discolouration of the water. A beacon is placed on the end of the sand-spit running off the S.W. side of the island.

When the sea is too heavy for a pilot to get off, the sailing directions for the north passage should be attended to. A pilot will then be obtained in the fairway at the north entrance.

It should be borne in mind that, at springs, there are two feet less water in Port Denison than is shown by the soundings on the chart.

A temporary light is exhibited between sunset and sunrise from the lighthouse on North Head, but during the current year it is intended to replace it by a fifth order dioptric light.

A pier upwards of 2000 feet in length runs from the township into the bay, at which small crafts, drawing less than nine feet, can go alongside to take in and discharge cargo. A small temporary light is placed at the outer end of the jetty.

During northerly winds it may often be a considerable saving of time to vessels of light draught bound to Port Denison to pass through Gloucester Passage, instead of rounding the north end of Gloucester Island. The following directions will enable vessels to use this passage without difficulty :—After rounding Saddle-back Island (a high island lying off Cape Gloucester), steer for the south-easternmost point of Gloucester Island ; keep the Gloucester Island shore on board at half a cable's distance, until abreast a sandy point, when keep away, with Passage Islet (a small rocky island that will be seen in the channel) a point on the port bow. Pass this islet at about half a cable's distance on the port hand, which will take a vessel over the bar in seven feet at low water springs. Haul up to the southward until past Passage Island, when a course may be shaped for Port Denison. Unless the wind leads through the channel it would be necessary for a sailing vessel to have a fair tide, as the tides set through at the rate of about two knots at springs—the ebb setting into Edgecombe Bay, and the flood in the contrary direction.

High water full and change about 9h. 30m. Rise and fall of tide, from six to ten feet.

CLEVELAND BAY.

VESSELS bound to Cleveland Bay from the southward, should, in making Cape Cleveland, be careful not to bring it to bear to the northward of W. by S., while within a distance of five miles of the cape, as dangerous rocks, some of which are a few feet above water, run out to nearly that distance. After rounding the cape, which is tolerably steep-to, steer for Mount Cudtheringa (Castle Hill), a remarkable granite hill that will be seen to the southward of Magnetical Island and Cape Pallarenda (Many Peaks). As the main land is approached, two low reddish cliffs will be seen, the south-easternmost of which is a small rocky island, just to the westward of which lies the entrance to Ross Creek, upon which Townsville is situated.

Vessels in taking up an anchorage must be guided by the lead, as the depth of water in Cleveland Bay does not exceed five fathoms, and the approach to the shores of the bay is shoal and very gradual.

There is about one foot of water on the bar of the creek at low water, and the rise and fall is from five to ten feet. Two small beacons on the sandy point on the west side of the entrance point out the deepest water for crossing. When abreast the rocky point on the port hand, haul over gradually to the sandy point on the starboard hand, which is steep-to, and from thence in towards the bight on the opposite shore. The channel, however, which is marked by buoys and beacons, is liable to shift with changes of the prevailing winds. After entering the next reach, which runs in the direction of Mount Cudtheringa, the creek carries nearly the same depth across, from five to seven feet at low water, as far as the frontage to the township. A little beyond, on the north shore, is a rock, which dries at low water. There are one or two wharves at which small craft can take in and discharge their cargoes. The bed of the stream abreast the sandy point is for the most part rocky, and though the worst pinnacles have been removed, vessels should be careful not to pass at too great a distance from the point.

Strangers should not attempt to anchor inside the black buoy, which is placed in 2½ fathoms low water, at a distance of about one mile from the shore. Inside this buoy the water shoals more quickly, and the holding ground cannot be depended upon.

Vessels entering Cleveland Bay from the northward between Magnetic Island and the main land, should, after leaving the Palm Islands, steer for Bay Rock, at the entrance to the channel, and pass midway between it and Magnetic Island.

When abreast the rock haul up and steer for Castle Hill, passing a black buoy with a white flag lying off the point of a reef extending from Magnetic Island. The buoy lies in $2\frac{3}{4}$ fathoms low water. Steer thence for a peak just to the northward of Mount Elliot, passing Cape Pallarenda at a distance of about a mile, which course will bring a vessel within sight of the black buoy off the township, where she can take up her anchorage according to her draught of water.

There is good anchorage under Magnetic Island for large vessels in 4 fathoms. West point of Magnetic Island bearing N. by W. $\frac{3}{4}$ W., and south point bearing E. $\frac{1}{2}$ S. There is also good anchorage for vessels of light draught inside, and to the N.W. of the buoy with the white flag.

A dangerous reef, which is just awash at low water, runs off from the south point of Magnetic Island, one-third of the way across to Cape Pallarenda, and a shoal runs to the northward of the north-western part of the cape.

Vessels drawing 17 or 18 feet, anchoring off the township, should anchor one mile N.E. of the black buoy, which is moored in $2\frac{1}{2}$ fathoms low water.

When vessels require to enter the creek at night, two white lights are exhibited from the beacons on the port side, a red light from a beacon on the starboard side of the creek, to guide vessels over the bar and into the channel.

The following tidal signals are made when vessels require to cross the bar during the day-time, viz.:—

	feet.	*inches.*
Ball mast-head	6	0
,, half-mast	6	6
,, east yard-arm	7	0
,, ,, dipped	7	6
,, west ,,	8	0
,, ,, ,, dipped	8	6
,, mast-head and east yard-arm	9	0
,, ,, ,, dipped	9	6
,, ,, west ,,	10	0
,, ,, ,, ,, dipped	10	6
,, east and west yard-arms	11	0
,, east yard-arm and west yard-arm dipped	11	6
,, east and west yard-arm dipped	12	0

Vessels when approaching Townsville will be boarded by the pilot.

There is good anchorage under Cape Cleveland in heavy weather during S.E. winds, though a vessel must lie at some distance from the shore. The bay is open to N.E. winds, but they seldom blow with much violence.

HINCHINBROOK ISLAND

Can be distinguished from any land in its vicinity to the southward, by its height and its bold and picturesque appearance; on passing along shore, going northward, Cape Sandwich will be first made as an island. It, as well as Cape Richards, is connected with Hinchinbrook Island by a low neck of land formed by low sand-hills. In very dark nights or thick weather, this low land might possibly be mistaken for the passage between Gould and Hinchinbrook Islands, Cape Sandwich being taken for Gould Island. Off Cape Sandwich lies Eva Islet, a small rocky islet, with which it is connected by a rocky shoal, the foul ground extending about a cable's length beyond the islet. Pass about half a mile outside the islet, and when well clear of it keep away to the N.E. Gould Island will soon open out to the northward of Cape Richards. If drawing more than seven or eight feet water, strangers had better pass to the northward of Gould Island, which they may approach to a distance of half a mile; when to the northward of Point Hayman—the N.W. point of the island—steer W.S.W., making due allowance for tides, until the white beacon on Hecate Point bears S. ½ W., when the buoys at the entrance of the channel will be seen. Steer to the southward between these buoys, the red buoy being on the starboard, and the black buoy on the port hand, with the white beacon half a point on the port bow; before reaching the point a second black buoy will be passed on the port, and a second red buoy on the starboard hand, a small black buoy is also placed off the shoal off Hecate Point. Hecate Point is tolerably steep-to on the west side; to keep in mid-channel, pass half a mile to the westward of the point, and haul up for the township, which will be seen on the opposite side of the harbour. A red buoy moored abreast the township points out the edge of three-fathom line at low water, thence the water shoals gradually in shore, the bottom being soft mud.

Vessels drawing not more than seven or eight feet, when past Eva Islet, may haul up, and pass at a distance of half a mile from Cape Richards, thence pass about a third of a mile south of the Sail Rock, a small rock about thirty feet in height south of Garden Island. From this position steer about W. ½ S., until the south extreme of the bar, Brook Island, is on with Gould Island; keep these marks on until the beacon or Hecate Point bears south, when haul up for the anchorage abreast the township, and make the red buoy off the township, and then anchor as close to the shore as draft of water will permit, or when near high water ground on the mud close to the sandy

beach fronting the shore. The mud extends to within sixty yards of the trees at the edge of the beach.

Tides.—Except after heavy S. winds, when there sometimes is a constant stream to the northward, the flood sets to the southward, and the ebb to the northward, through Hinchinbrook Channel. Rise and fall from six to twelve feet. High water full and change, 9h. 30m.

Vessels will be boarded by the pilot as soon as practicable.

There is a shoal channel through the bar at the south end of Hinchinbrook Channel, but it is narrow and intricate, and little advantage can ever be gained by sailing vessels using it, except when during strong S.E. winds small vessels would be unable to work to the southward outside. During the S.E. winds the bar is sheltered from the S.E. swell by the Palm Islands, and vessels have a leading wind through the channel which winds to the N.E. across the bar. In the main entrance to Port Hinchinbrook there is not less than eighteen feet at low water, and when inside there is anchorage, sheltered from all winds (except northerly winds, which never raise any sea, and very seldom blow hard) for any number of vessels, in any depth of water, from eleven fathoms downwards.

PORT ALBANY AND EVANS' BAY.

THE narrow strait which separates Albany Island from the main land is so straight in its general direction that it may be seen through from end to end. Its average width is three and a-half cables, and the depth of water from six to thirteen fathoms. It is clear of dangers, with the exception of the rock awash, of the ledge projecting a quarter of a mile to the south-westward of Frederick Point, and from which shoal water extends south-eastward to the next point.

Water.—On the south-west side of Albany Pass, and nearly opposite Port Albany, is a small sandy bay, with some low swampy ground behind the beach, where a never-failing supply of fresh water can easily be procured by digging ponds two or three feet deep, a few yards above high water mark. Water can also be obtained in small quamtities on Albany Island.

Directions.—A vessel from the southward proceeding to Port Albany, having cleared the shoal patches lying one and three quarters of a mile to the westward of Z. Reef, should bring the peak of York Isle—which is easily seen through Albany Pass—on with the outer extreme of Osnaburg Point ; this mark will clear the shoals extending to the south-eastward

from Fly and Ulrica Points, and lead the vessel in mid-channel up to Port Albany.

In coming from the northward, and rounding Eborac Isle at a distance of about a quarter of a mile, a vessel will have Albany Pass plainly open, and may steer—making due allowance for the tidal stream—S.E. ½ E. for it, passing at a third of a mile outside Sextant Rock. When the centre of Ida Isle bears south, haul in for it until Albany Pass is again quite open, and by keeping it so the rocky spit projecting from Frederick Point and the edge of the shoal from Ida Isle to Osnaburg Point will be avoided. If the west extreme of Albany Island touches Fly Point, the vessel will be too far to the north-eastward; and if the west extreme of the island approaches too near Osnaburg Point she will be too far to the south-westward.

Albany Pass being narrow, with high land on either side, a large sailing vessel should not attempt it, except under very favourable circumstances, as the strong tidal streams would, with baffling winds, render her unmanageable; but, with a commanding breeze blowing through, a vessel may run against the stream, anchor in mid-channel abreast of Port Albany, and haul in and moor. A steamer or small sailing vessel would find but little difficulty in entering, and might anchor and moor as just directed for a sailing vessel.

Tides.—The streams are very rapid in Albany Pass, and cause a confused sea when running in an opposite direction to the wind.

EVANS' BAY

Extends from three-quarters of a mile to one mile and three-quarters to the south-eastward from the extremity of Cape York, between Evans' and Ida Points. The former is a double rocky sloping down from the foot of Mount Bremer; the latter, which forms the south-east point of the Bay, is also rocky, with a high narrow island of the same name, nearly half a mile long, east and west, immediately to the eastward of it. A sandy beach forms the shore between these extremes of the bay, the greater portion being backed by scrub and stunted trees.

As shoal water extends from the beach to a line from Evans' Point to Ida Island, there is not sufficient depth within for any other than small vessels; but the best anchorage for large vessels in the south-east monsoon is in six and a-half fathoms, sand and mud, with Ida Point bearing S. ½ W., and Sextant Rock—which lies half-a-mile to the eastward of Evans' Point—in line with the east end of Eborac Island. In the north-

west monsoon there is better shelter a little more to the W.N.W., at a quarter of a mile from Sextant Rock.

Water may be procured in wells dug at the back of the beach in Evans' Bay, some at a third of a mile inside Ida Point, and others three-quarters of a mile further to the north-westward. Even when blowing hard there is seldom so much surf on the beach as to prevent boats bringing off water; the only inconvenience is the strength of the tidal streams, which set N.W. and S.E., the greatest strength being two knots.

Sextant Rock, which is flat and only three or four feet above high-water mark, is situated on the inner edge of a bank two miles long, S.E. and N.W., fronting Evans' Bay. Vessels not drawing more than ten feet may cross any part of this bank; but large vessels should not attempt it on the north-west side of Sextant Rock, nor to the south-eastward of it, without great caution, on account of some three and a-half fathoms knolls; those most in the way of vessels passing outside, or entering Evans' Bay from the northward, lying half-a-mile to the north-eastward of Sextant Rock. This rock is situated in about lat. 10° 41′ S. and long. 142° 33′ E.

Directions.—A vessel from the southward should pass at half-a-mile outside Albany Rock and Tree Islet, and steer about W. by N. ½ N., until the east point of Ida Isle bears S.W. by S.; then haul in for the bay, and anchor where before directed.

In coming from the northward, pass at three-quarters of a mile outside Sextant Rock, and then make for the anchorage, taking care—if a large vessel—to avoid the three and a-half fathoms knolls lying half-a-mile to the north-eastward, and E. by S. about a third of a mile from Sextant Rock, which will be avoided as long as Albany Pass is not seen quite open.

Tides.—It is high water in Evans' Bay, full and change, at 11h. 15m.; springs rise ten feet and neaps four feet.

The Coast from Ida Isle to Fly Point consists of a succession of shallow bays and rocky points; but none of the bays are of sufficient depth for a vessel to enter.

Osnaburg Point is a steep cliffy bluff, of coarse sandstone, S. ¾ W. nearly two-thirds of a mile from Frederick Point, the north-west extreme of Albany Island.

Between Ida Isle and Osnaburg Point is a shallow bay, divided into two bights by Bishop Point, which is also a high bluff head-land. In the western bight, Mew Rivulet, a stream of good fresh water, runs into the sea close to the southward of a low rocky point; but this—the only fresh water stream in the neighbourhood—is lost to any useful purpose, as the bay is so completely occupied by a mud flat that even boats

could not approach the mouth of the rivulet to embark the water. The edge of the flat, which extends in nearly a direct line from Ida Isle to Osnaburg Point, is steep-to, with from six to eight fathoms close outside.

Between the edge of this bank and the shoals extending to the north-westward of Albany Island large vessels may find a spacious roadstead, which would also be a secure anchorage during the south-east monsoon, were it not for the strong tidal streams which run through Albany Pass.

TORRES STRAITS.

	REEF.	LATITUDE.	LONGITUDE.	VARIATION.
		° ′ ″	° ′ ″	° ′
Eastern Hand.	Bellona	21 52 22 S.	159 26 10 E.	9 30E.
	Do. (Intermediate Breaker)	21 26 36 ,,	158 47 21 ,,	.....
	Booby	20 57 0 ,,	158 32 33 ,,	9 19 ,,
	Bampton	19 52 22 ,,	158 20 3 ,,	9 19 ,,
	Mellish	17 24 39 ,,	155 53 25 ,,	8 30 ,,
Western Hand.	Cato	23 15 32 ,,	155 38 0 ,,	9 23 ,,
	Wreck	22 10 30 ,,	155 29 21 ,,	9 43 ,,
	Kenn	21 15 24 ,,	155 51 15 ,,	9 0 ,,
	Lihou	17 10 30 ,,	152 13 0 ,,	8 3 ,,
	Willis	16 7 0 ,,	150 3 39 ,,	7 11 ,,
	Osprey	13 51 0 ,,	146 36 0 ,,	6 23 ,,
	Raine Island Beacon (Entrance of strait)	11 35 50 ,,	144 2 20 ,,	5 21 ,,

The foregoing table contains the geographical positions of the Boundary Reefs which, on the eastern and western hands, form the outer route to Torres Straits from the ports of Australia, Tasmania, and New Zealand, as determined by H.M.S. Herald, Captain Denham, R.N., F.R.S.

N.B.—A ship from the southward has only to be placed 24° south, 157° east, and a clear passage of 150 miles wide, free of current, with a flowing south-east "trade" wind, will lie before her for the 1160 miles to Raine Island entrance to Torres Straits upon the following courses, viz. :—

1st. N. by W. $\frac{3}{4}$ W. 240 miles, to lat. 20° S.

2nd. N.W. $\frac{1}{2}$ W. 700 miles, to lat. 11° 36′ S. (parallel of Raine Island).

3rd. W. $\frac{1}{2}$ S. 220 miles, to Raine Island (upon its parallel).

NOTE.—The courses are by "compass," corrected for the successive changes in "variation" in the Coral Sea.

The following beacons have been erected by H.M.S. Salamander for the guidance of vessels taking the inner route to Torres Straits.

D. Reef.—Princess Charlotte's Bay, lat. 14° 7′ 30″ on the S.W. end of the sand-bank, a beacon facing E. and W. with large D painted white on a black ground.

Y. Reef.—Off Cape Direction, lat. 12° 49′ S., a black rectangular beacon is placed on the western edge of this reef. The sand shown in the chart is covered at high water.

D. Reef.—Off Monkhouse Point, lat. 15° 30′ 30″ S. A screw pile, on which a beacon is about to be erected, is placed on the edge of this reef.

Mariners are cautioned that two coral patches are reported as lying between Nos. 1 and 2 Claremont Islands and the shoal off the main land, in the neighbourhood of the course laid down on the Admiralty charts as that which should be used at night. It is recommended, therefore, that at night a course should be steered so as to pass to the eastward of the above islands.

HARBOUR AND LIGHT DUES LEVIED IN THE COLONY OF QUEENSLAND.

Light Dues.

	Inwards.	Outwards.
Foreign-going vessels - -	3d. per ton	- 3d. per ton
Intercolonial trade vessels -	1½d. ,,	- 1½d. ,,
Coasting vessels - - -	1d. ,,	- 1d. ,,

Additional charges to foreign vessels for any two coast lights passed, 1d. per ton each.

Additional charges to intercolonial vessels for any two coast lights passed, ½d. per ton each.

Additional charges to coasters for any two coast lights passed, ¼d. per ton each.

All vessels engaged in the whaling trade, vessels in ballast, and vessels compelled by stress of weather to enter or put back to any port of the colony, are exempt from the payment of Light Dues.

All vessels of fifteen tons and upwards plying for hire or trading within any port of the colony, where one or more harbour lights are maintained, pay to the collector, or other chief officer of Customs at such port, towards the maintenance of the light or lights within such port an annual rate of one shilling per ton ; and such rate is to be paid on the 1st day of January in each year.

At any ports where no coast light is exhibited harbour lights are paid for by sea-going vessels at a rate proportioned to their cost of maintenance—the scale being fixed by the Marine Board.

Pilotage Rates.	£	*s.*	*d.*
On arrival and departure, per ton - - - - -	0	0	4
And one moiety of such rate in case of a vessel being compelled to return into port after having put to sea; but in no case shall the amount of such rate be less than £2 10s. for Moreton Bay, nor less than £1 10s. for any other port of the colony.			
All intercolonial steam vessels, coasters, traders, or whaling vessels, being registered in any of the Australian Colonies, or in the United Kingdom, and not requiring or employing a pilot, are subject to one payment only of 4d. per ton per annum.			

Harbour Dues.	£	*s.*	*d.*
For every vessel of 50 tons and under 300 tons -	1	0	0
,, 300 ,, 400 ,, -	1	5	0
,, 400 ,, 500 ,, -	1	10	0
,, 500 ,, 600 ,, -	1	15	0
,, 600 ,, 800 ,, -	2	0	0
,, 800 ,, 1000 ,, -	2	5	0
,, over - - - - - - -	3	0	0

Exceptions.

Vessels registered in Brisbane under 50 tons, or employed in the coasting trade

Marine Board of Queensland.

For every certificate granted by the Board to the owner of any steam vessel—			
Where the tonnage of such vessel does not exceed 100 tons, a sum not exceeding - - - - -	1	0	0
Where such tonnage exceeds 100 tons, and does not exceed 300 tons, a sum not exceeding - -	2	0	0
Where such tonnage exceeds 300 tons, a sum not exceeding - - - - - - - - -	3	0	0
No certificate to be in force more than six months.			

Certificates and Licenses.

Certificate of Exemption - - - - - - -	5	0	0
Certificate of competency to a master of a colonial trade vessel - - - - - - - -	5	0	0

	£	s.	d.
For certificate of competency to master of any vessel	5	0	0
Ditto to a master of a coasting vessel only - -	2	10	0
License to a pilot - - - - - - - -	2	2	0
License to a ballast boat - - - - - - -	2	2	0
License to a gunpowder boat - - - - - -	2	2	0

Shipping Masters—Brisbane, Maryborough, Port Curtis, Rockhampton, Broad Sound, Pioneer River, Port Denison, Cleveland Bay, and Port Hinchinbrook.

	Engagement of Crews.				Discharge of Crews.		
	£	s.	d.		£	s.	d.
Vessels under 60 tons - - - - -	0	5	0	-	0	5	0
,, 60 to 100 ,, - - - - -	0	10	0	-	0	10	0
,, 100 to 200 ,, - - - - -	0	15	0	-	0	15	0
,, 200 to 300 ,, - - - - -	1	0	0	-	1	0	0
,, 300 to 400 ,, - - - - -	1	5	0	-	1	5	0
,, 400 to 500 ,, - - - - -	1	10	0	-	1	10	0
,, 500 to 600 ,, - - - - -	1	15	0	-	1	15	0
,, 600 to 700 ,, - - - - -	2	0	0	-	2	0	0
,, 700 to 800 ,, - - - - -	2	2	6	-	2	2	6
,, 800 to 900 ,, - - - - -	2	5	0	-	2	5	0
,, 900 to 1000 ,, - - - - -	2	7	6	-	2	7	6
,, Above 1000 ,, - - - - -	2	10	0	-	2	10	0
Engagement and discharge of seamen separately, each - - -	0	2	0	-	0	2	0
Certificates of permission to be employed, each				-	0	2	0
Advertisement of deserters, each deserter				- -	0	1	0
On registering lodging-house, license - -				-	5	0	0
Foreign-going ships' articles - - -				-	0	2	0
Colonial ditto - - - - - - -				-	0	1	0
Advance notes - - - - - - -				-	0	0	0
Account of wages - - - - - - -				-	0	0	3

STAMP DUTIES ACT.

For the purposes of this Act the duties on agreements, bills of lading, policies of insurance, bills of exchange, promissory notes, and receipts, may be denoted by adhesive stamps.

In all other cases the paper or parchment must be stamped.

The following penalties are attached to non-compliance with the provisions of the Act :—

Any person making an unstamped bill, or giving, issuing, or signing any document without the proper stamps, is liable to a penalty not exceeding £50. Where adhesive stamps are employed to denote the duties, they must be obtained by the person signing or issuing the instrument under a penalty not exceeding £10. The holder of a foreign bill is bound to affix a sufficient stamp or stamps, or is liable, in default, to a penalty not exceeding £50. Any person drawing and issuing any bill or promissory note, payable out of the colony, purporting to be drawn as one of a set, and shall not draw and issue on paper duly stamped the whole number of bills or promissory notes of the set, or any person who shall, within the colony, transfer or negotiate any such bill or promissory note purporting to be drawn in a set, and shall not at the same time transfer or deliver on paper duly stamped, the whole number of bills or promissory notes of the set, shall incur a penalty not exceeding £100.

Payers of bills not cancelling stamps incur a penalty not exceeding £20.

The mode of cancelling adhesive stamps prescribed by the Act is, by writing the name of the person cancelling, or of his firm, or his or their initials, and the date of cancelling acro the stamp. In case of deeds or instruments, not stamped, or insufficiently stamped, the stamp required may be affixed by the commissioners on payment of the deficient duty and 20 per cent. by way of fine. No fine to be charged if the deed or instrument be stamped within one month after execution.

No deeds or other documents liable to stamp duty can be received in evidence in courts of law in civil cases, unless they are stamped to the full amount.

In criminal cases, they are admissible even though unstamped. Persons fraudulently removing adhesive stamps, or using such stamps a second time are liable to a penalty not exceeding £50.

Registrars are not allowed to register deeds liable to duty, unless full stamped.

A bonus of 2½ per cent. allowed to purchasers of blank stamped paper to the amount of not less than £30.

Spoiled stamps may be replaced by commissioners with stamps to the like amount, less the commission allowed thereon, upon application, if such application be to the satisfaction of the commissioners.

For the purpose of this Act the word "commissioners," when found therein, shall be taken to mean one or more of the three commissioners appointed by virtue of this Act.

SCHEDULES TO WHICH THIS ACT REFERS.

SCHEDULE I.

Containing the duties on deeds or other instruments relating to transactions between living persons.

	£	s.	d.
Agreement or any minute or memorandum of an agreement under hand only where the matter thereof shall be of the value of £5 or upwards whether the same shall only be evidence of a contract or obligatory on the parties from its being a written instrument together with every schedule receipt or other matter put or indorsed thereon or annexed thereto - - -	0	2	6

Provided always that where divers letters shall be offered in evidence to prove any agreement between the parties who shall have written such letters, it shall be sufficient if any of such letters shall be stamped with a duty of five shillings.

Exemption from the foregoing duties on agreements—All agreements made between the Government and parties tendering for the performance of work and labour or the supply of materials for use by the Government—

	£	s.	d.
Articles—On all articles of clerkship - - -	10	10	0
On all articles of apprenticeship - -	1	1	0
Award when the amount or the value of the matter in dispute does not exceed £50 - - -	0	2	6
And when it shall exceed £50 and not exceed £100	0	5	0
Ditto £100 ditto £200	0	10	0
Ditto £200 ditto £500	1	0	0
Ditto £500 ditto £750	1	10	0
Ditto £750 ditto £1000	2	0	0
Ditto £1000 and also in all cases not provided for - - - - - -	2	10	0
Bills of Exchange—Inland bill of exchange, promissory note draft or order for the payment of any sum of money not exceeding £50 - -	0	1	0
Ditto not exceeding £100 - -	0	2	0
And where the same shall exceed £100 then for every £50 and also for any fractional part of £50	0	1	0

Foreign bill of exchange promissory note draft or order drawn in but payable out of the colony of Queensland—

If drawn singly or otherwise than in a set of two or more the same duty as on an inland bill of the same amount and tenor.

	£	s.	d.
If drawn in sets of two or more for every bill of each set where the sum payable thereby shall not exceed £50 - - - - - -	0	0	6

	£	s.	d.
And where it shall exceed £50 and not exceed £100	0	1	0
And where the same shall exceed £100 then for every £50 and also any fractional part of £50 -	0	0	6

Exemption from the foregoing duties on bills of exchange and promissory notes—All debentures Treasury bills and promissory notes for the payment of money on demand issued by the Government of Queensland.

All bills of exchange or promissory notes issued by any bank for Government purposes to the Colonial Treasurer.

Exemption from the foregoing duties on bills of exchange and promissory notes but not from any other duty to which the same may be liable—All promissory notes for the payment of money on demand issued within the colony of Queensland by any bank or banking company legally incorporated and carrying on business in the said colony.

Bill of exchange promissory note draft or order drawn or endorsed out of the colony for payment of money the same duty as on an inland bill of the same amount and tenor.

Exemption from the foregoing duties on bills of exchange and promissory notes drawn or endorsed out of the colony—All bills of exchange promissory notes drafts or orders drawn or endorsed out of the colony for the payment of money for the use of Her Majesty.

All bills drafts or orders for the payment by any bank or banking company of any sum of money though not made payable to the bearer or to order and whether delivered to the payee or not and all writings or demands entitling any person to the payment by any bank or banking company of any sum of money whether the person to whom payment is to be made shall be named or designated therein or not or whether the same shall be delivered to him or not shall respectively be deemed to be bills drafts or orders for the payment of money chargeable with stamp duty as if the same had been made payable to bearer or to order.

Bill of lading or receipt from the master mate or agent of any vessel for any goods merchandise or effects to be carried to any place beyond the boundaries of the colony—

	£	s.	d.
For every such bill of lading or copy thereof -	0	1	0
For every such receipt or copy thereof - - -	0	0	6
Bond given as a security for the payment of any definite or certain sum of money not exceeding £100 - - - - - - - - -	0	2	6
And where the same shall exceed £100 then for every £100 and also for any fractional part of £100 -	0	2	6

Bond given as a security for the repayment of any sum or sums of money to be thereafter lent advanced or paid or which may become due upon an account current together with any sum already advanced or due or without as the case may be.

Where the money secured or to be ultimately recoverable thereon shall be limited not to exceed a given sum the same duty as on a bond for such limited sum.

And where the total amount of the money secured or to be ultimately recoverable thereon shall be uncertain and without any limit the same duty as on a bond for a sum equal to the amount of the penalty of such bond.

And where there shall be no penalty of the bond in such last-mentioned case such bond shall be available for such an amount only as the *ad valorem* duty denoted by any stamp or stamps thereon will extend to cover.

	£	*s.*	*d.*
Bond—Any transfer or assignment of any such bond as aforesaid - - - - - - -	0	5	0
Bond given as a security for the due execution of an office and for the accounting for money received by virtue thereof - - - - - -	0	10	0
Bond of any kind whatever not otherwise charged nor expressly exempted from all stamp duty -	0	10	0

EXEMPTIONS.

Bond given by the parent or friends of any luantic for the maintenance of such lunatic in any asylum for the relief or cure of lunacy.

Bond given by any person on obtaining letters of administration.

Bond given pursuant to an Act of Parliament or by direction of the collector of Customs in and for the colony of Queensland or any of his officers upon or with relation to any duty of Customs for or in respect of any goods wares or merchandise exported or shipped to be exported from the said colony or imported into the said colony And also any bond given as aforesaid for or in relation to any other matter or thing in connection with the levy and collection of duties of Customs in the said colony.

Renewal of any such bond by reason of the death or insolvency of the sureties or either of them or otherwise.

Conveyance—Of any kind or description whatsoever or any transfer under the provisions of the "Real Property Act" of any property in respect of the principal or only writing whereby the property sold shall be conveyed to or vested in the purchaser or any other person or persons by his direction.

	£	s.	d.
Where the purchase or consideration money shall not exceed £50 - - - - - - -	0	7	6
And where the same shall exceed £50 and not exceed £100 - - - - - - - -	0	15	0
Then for every £100 and any fractional part of £100	0	15	0

The purchase money or consideration shall be truly expressed and set forth in words at length in or upon every such principal or only deed or instrument of conveyance and where such consideration shall consist either wholly or in part of any stock or security the value thereof respectively to be ascertained as hereinafter mentioned shall also be truly expressed and set forth in manner aforesaid in or upon every such deed or instrument and such value shall be deemed and taken to be the purchase or consideration money or part of the purchase or consideration money as the case may be in respect whereof the *ad valorem* duty shall be charged as aforesaid.

And where the consideration or any part of the consideration shall be any stock in any of the public funds or Government debentures or stock or any debenture or stock of any person payable only at the will of the debtor the said duty shall be calculated (taking the same respectively whether constituting the whole or a part only of such consideration) according to the average selling price thereof respectively on the day or on either of the ten days preceding the day of the date of the deed or instrument of conveyance or if no sale shall have taken place within such ten days then according to the average selling price thereof on the day of the last preceding sale and if such consideration or part of such consideration shall be a mortgage judgment or bond or a debenture the amount whereof shall be recoverable by the holder or any other security whatsoever whether payable in money or otherwise then such calculation shall be made according to the sum due thereon for both principal and interest.

And where any lands or other property of different tenures or holdings or held under different titles contracted to be sold at one entire price for the whole shall be conveyed to the purchaser in separate parts or parcels by different deeds or instruments the purchase or consideration money shall be divided and apportioned in such manner as the parties shall think fit so that a distinct price or consideration for each separate part or parcel may be set forth in or upon the principal or only deed or instrument of conveyance relating thereto which shall be charged with the said *ad valorem* duty in respect of the price or consideration money therein set forth.

And where any property contracted to be purchased by two or more persons jointly or by any person for himself and others

or wholly for others at one entire price for the whole shall be conveyed in parts or parcels by separate deeds or instruments to the person for whom the same shall be purchased for distinct parts or shares of the purchase money the principal or only deed or instrument of conveyance of each separate part or parcel shall be charged with the said *ad valorem* duty in respect of the sum of money therein specified as the consideration for the same.

But if separate parts or parcels of such property shall be conveyed to or to the use of or in trust for different persons in and by one and the same deed or instrument then such deed or instrument shall be charged with the said *ad valorem* duty in respect of the aggregate amount of the purchase or consideration moneys therein mentioned to be paid or agreed to be paid for the property thereby conveyed.

And where any person having contracted for the purchase of any property but not having obtained a conveyance thereof shall contract to sell to any other person and the same shall in consequence be conveyed directly to the sub-purchaser the principal or only deed or instrument of conveyance shall be charged with the said *ad valorem* duty in respect of the purchase or consideration money therein mentioned to be paid or agreed to be paid by the sub-purchaser.

And where any person having contracted for the purchase of any property but not having obtained a conveyance thereof shall contract to sell the whole or any part or parts thereof to any other person or persons and the same shall in consequence be conveyed by the original seller to different persons in parts or parcels the principal or only deed or instrument of conveyance of each part or parcel thereof shall be charged with the said *ad valorem* duty in respect only of the purchase or consideration money which shall be therein mentioned to be paid or agreed to be paid for the same by the person to whom or to whose use or in trust for whom the conveyance shall be made without regard to the amount of the original purchase money.

And in all cases of such sub-sales as aforesaid the sub-purchaser and the person immediately selling to him shall be deemed and taken to be the purchaser and seller within the intent and meaning of this Act.

But where any sub-purchaser shall take an actual conveyance of the interest of the person immediately selling to him which shall be chargeable with the said *ad valorem* duty in respect of the purchase or consideration money paid or agreed to be paid by him and shall be duly stamped accordingly any deed or instrument of conveyance to be aftewards made to him of the property in question by the original seller shall be

exempt from the said *ad valorem* duty and be charged only with the ordinary duty on deeds or instruments of the same kind not upon a sale.

And where any property separately contracted to be purchased of different persons at separate and distinct prices shall be conveyed to the purchaser or as he shall direct in and by one and the same deed or instrument such deed or instrument shall be charged with the said *ad valorem* duty in respect of the aggregate amount of the purchase or consideration moneys therein mentioned to be paid or agreed to be paid for the same.

And where any property shall be sold and conveyed in consideration wholly or in part of any sum of money charged thereon by way of mortgage or otherwise and then due and owing to the purchaser or shall be sold and conveyed subject to any mortgage the amount liable to the *ad valorem* duty imposed by this Act shall be the amount of such portion of the purchase or consideration money as shall be over and above the amount of any mortgage as aforesaid, provided that the stamp duty on such mortgage as aforesaid has been duly paid.

Exemptions from the preceding duties on conveyances—All conveyances or transfers of lands to the Government for public purposes Any grant from the Crown under the hand of the Governor for the time being of the Colony of Queensland to any purchaser of Crown Lands in Queensland.

	£	*s.*	*d.*
Draft or order for the payment of any sum of money to the amount of twenty shillings and upwards to the bearer or to order on demand	0	0	1

Exemptions from the preceding duties on drafts or orders—All cheques drawn by officers of the Government for public purposes and upon the forms provided for the purpose.

Lease or agreement for a lease or any written document for the tenancy or occupancy of any lands tenements or hereditaments the following duties in respect of the yearly rent—Where the yearly rent shall not exceed £50 - -	0	2	6
Where the same shall exceed £50 and not exceed £100 - - - - - - - - -	0	5	0
Above £100 for every fractional part of £100 -	0	5	0

Exemption from the preceding duties on leases—All leases from the Crown.

Lease of any lands tenements or hereditaments granted in consideration of a sum of money by way of premium and also of a yearly rent amounting to £20 and upwards. Both the *ad valorem* duties payable upon a convevance according to the con-

sideration therein expressed and for a lease in consideration of a rent of the same amount For every transfer or cancellation of any lease one half the amount originally paid or in the case of leases made prior to the passing of this Act one half the amount which would have been paid thereon had they been made subsequent to the passing of this Act.

	£	s.	d.
Mortgage to secure the repayment of any sum of money—Not exceeding £50 - - - - -	0	5	0
For every additional £50 or fraction of £50 - -	0	5	0

For every transfer or release in whole or in part of any of the above one half the amount originally paid or in the case of mortgages made prior to the passing of this Act one half the amount which would have been paid thereon had they been made subsequent to the passing of this Act.

Mortgage or bill of encumbrance to secure the repayment of future advances the amount of which is not stated at the time of registration	0	15	0

For every transfer or release in whole or in part of any of the above the amount of duty payable to be calculated at five shillings for any sum not exceeding fifty pounds and five shillings for every additional fifty pounds or fraction of fifty pounds on the whole sum advanced by virtue of such mortgage and in addition a further duty of two shillings and sixpence for every fifty pounds and two shillings and sixpence for every additional fifty pounds or fraction of fifty pounds Such last-mentioned duty to be calculated on the amount due by virtue of such mortgage at the time of such transfer or release as aforesaid.

For the registration of any deed or instrument under the provisions of the "Real Property Act" not otherwise stamped - - - -	0	2	6
Policy of Insurance against risk of loss or damage by fire or other casualty to any property on land—For every £100 insured for any period above six months - - - - - -	0	1	0
For every £100 insured for six months or any period under six months - - - -	0	0	6
Policy of Insurance or other instrument whereby any insurance shall be made upon any ship or vessel or upon any goods merchandise or other property on board of any ship or vessel or upon the freight thereof—covered by a time policy for any period exceeding three months - -	0	2	6
And for all other policies—for every sum of £100 and for every fractional part of £100 - -	0	1	0

Exemptions from the preceding duties on policies of in-

surance—All life policies issued under the provisions of the Act 29 Vic. No. 18. £ s. d.

Progressive Duty that is to say—Where any deed or instrument chargeable with any stamp duty under this Act together with any schedule receipt or other matter put or indorsed thereon or annexed thereto shall contain two thousand one hundred and sixty words or upwards then for every one thousand and eighty words over and above the first one thousand and eighty words there shall be charged the further progressive duty following that is to say—Where such deed or instrument shall be chargeable with any *ad valorem* stamp duty or duties not exceeding in the whole the sum of five shillings a further progressive duty equal to the amount of such *ad valorem* duty or duties and in every other case a further progressive duty of - - 0 5 0

Promissory Notes. (See "Bills of Exchange.")

Promissory Notes payable to the bearer on demand issued within the Colony of Queensland by any bank or banking company at the rate of for every one hundred pounds of the average annual amount in circulation as certified under 4 Victoria No 13. - - - - - - 3 0 0

Receipt or discharge given for any sum of money for twenty shillings and upwards - - - 0 0 1

Exemptions from the preceding duties on receipts—Receipts given for or upon the payment of money to or for the use of Her Majesty. Receipts endorsed upon any instrument duly stamped under this Act acknowledging the receipt of the consideration money therein expressed. Acknowledgment given for money deposited in any banks to be accounted for Provided that this exemption shall not extend to receipts or acknowledgments for sums paid or deposited for or upon any letters of allotment of shares or in respect of calls upon any scrip or shares of or in any joint stock or other company or intended company which said last mentioned receipts or acknowledgments by whomsoever given shall be liable to the duty charged upon receipts. All receipts for money withdrawn by depositors from the Government Savings Banks All receipts or discharges given by any seaman labourer or menial servant for the payment of wages.

Transfer of any run or station held under lease or promise of lease or license from the Crown or of any interest therein where the declared value

	£	s.	d.
of the said run or station or interest or the value thereof assessed as in this Act provided shall not exceed £100 - - - - -	0	10	0
And where such value shall exceed £100 then for every £100 and any fractional part of £100 -	0	10	0

Exemptions from the preceding duties on transfers of runs or stations—Transfers of runs or stations mortgaged at the time of such transfer where the proper stamp duty has been levied on the instrument or instruments effecting such mortgage or mortgages and when the sum or sums of money by way of consideration expressed in such instrument or instruments equals or exceeds the value of the run or station as declared in accordance with the provisions of this Act When the consideration money expressed in such instrument or instruments of mortgage as aforesaid is less than the value of the run or station as declared in accordance with the provisions of this Act the duty levied upon any transfer of such run or station shall be calculated as upon the difference between the consideration money expressed in the instrument or instruments of mortgage as aforesaid and the value of the run or station declared as aforesaid.

Transfer of any share or shares in the stock and funds of any corporation company or society whatever in Queensland upon sale thereof—Where the purchase or consideration money therein expressed shall not exceed £50 - -	0	2	6
Exceeding £50 and not exceeding £100 - - -	0	5	0
For every additional £50 or fractional part of £50	0	2	6

SCHEDULE II.

Containing the Duties on Probates of Wills and Letters of Administration and on Legacies and Successions to Real and Personal Estate.

Probate of a will and letters of administration with a will annexed where the effects as sworn to by the executor or administrator shall be—Under the value of £50 - - - - -	0	10	0
Ditto £100 - - - - -	1	0	0
Above the value of £100 and under £200 - -	2	0	0
Ditto £200 Ditto £300 - -	3	0	0
Ditto £300 Ditto £400 - -	4	0	0
Ditto £400 Ditto £500 - -	5	0	0
And above £500 one per cent.			
Letters of Administration without a will annexed where the effects as sworn to by the administrator shall be—Under the value of £50 - -	0	15	0
Ditto £100 - - - - -	1	10	0

	£	s.	d.
Above the value of £100 and under £200 - -	3	0	0
Ditto £200 Ditto £300 - -	4	10	0
Ditto £300 Ditto £400 - -	6	0	0
Ditto £400 Ditto £500 - -	7	10	0

And above £500 one and a-half per cent.

QUEENSLAND CARRIERS' ACT.

WHEREAS it is expedient to amend the law relating to carriers Be it therefore enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled and by the authority of the same as follows—

1. The Act twenty-five Victoria number eighteen being "The Carriers' Act of 1861" is hereby repealed.

2. If any person being a carrier or other bailee of working bullocks working horses drays gear harness or other goods or chattels under any agreement to re-deliver the same at any specified time shall without just or reasonable cause refuse to deliver the same or any part thereof according to the terms of such agreement upon demand made by the owner or his agent it shall be lawful for any two or more justices in petty sessions assembled upon proof of such demand and refusal to order the delivery of such working bullocks working horses drays gear harness or other goods or chattels by such carrier or other bailee and if he shall fail to obey such order and shall not deliver the goods or chattels he shall be guilty of a misdemeanor and upon conviction thereof before any two or more justices aforesaid shall be imprisoned and kept to hard labour for any period not exceeding three months Provided that nothing in this Bill shall bar any such owner or agent as aforesaid from his remedy by civil action for recovery of any such working bullocks working horses drays gear harness or other goods and chattels as aforesaid.

3. If any carrier for hire having goods or chattels in charge under any agreement to convey the same to any place shall refuse or shall wilfully delay to convey the same according to such agreement it shall be lawful for any two or more justices upon proof of such refusal or wilful delay to order that such goods and chattels be delivered to the owner thereof or his agent and to award to either party any amount by way of fine or compensation that to the said justices shall seem reasonable and just.

4. It shall not be lawful for any person to carry for hire beyond the boundaries of a municipality unless he shall have first obtained from a court of petty sessions a license in the form in the schedule hereto annexed for each dray waggon or other vehicle to be used by him in carrying for hire and such license may be granted to any person on payment of the sum of twenty shillings and such license shall continue in force until the thirty-first day of December next after the issuing thereof Provided always that any person carrying for hire without having obtained such license shall on conviction thereof be liable to a penalty not exceeding five pounds.

5. It shall not be lawful for any court of petty sessions to grant a license under this Act for any dray waggon or other vehicle unless it be fitted with a sufficient number of sound and properly constructed breaks.

No dray waggon or other vehicle that may be licensed as aforesaid shall be used or employed unless or until there shall be truly painted in words at length and in legible and conspicuous letters one inch at the least in height and of a proper and proportionate breadth and in colour different from and opposite to the colour of the ground on which such letters shall be painted upon some conspicuous part of each side of such dray waggon or other vehicle and clear of the wheel or wheels thereof so that the same shall be at all times plainly and distinctly visible and legible the number of the license for the same the christian name and surname of the proprietor thereof and the name of the district wherein the said license has been granted and if any carrier for hire as aforeseid shall use or employ his licensed dray waggon or other vehicle upon which all such particulars as aforesaid shall not be truly painted in such legible and conspicuous letters and in manner aforesaid or in case such particulars or any of them shall be partially obliterated or defaced from or upon any such dray waggon or other vehicle then if any such person shall neglect to paint or cause to be painted again in manner aforesaid every particular so obliterated or defaced such person so offending in any of the cases aforesaid shall forfeit any sum not exceeding five pounds.

7. Every license to be granted under this Act shall specify the gross weight that may be laden and carried on the dray waggon or other vehicle in respect of whch the license is issued and any person who shall carry on a licensed dray waggon or other vehicle a greater load than is authorised by the license shall upon being convicted thereof be liable to a penalty not exceeding five pounds.

8. It shall not be lawful for any person to draw along the ground any tree log timber or other material attached to any

dray waggon or other vehicle upon any public road and any person so offending and being convicted thereof shall for every such offence be liable to a penalty not exceeding five pounds.

9. If any animal shall die or be accidentally killed beyond the boundary of any municipality and within a quarter of a mile of any public road and the owner or person in charge thereof shall not immediately cause such animal to be removed not less than a quarter of a mile from the said road or shall not immediately destroy or cause such animal to be destroyed by fire upon the spot he shall forieit and pay for every such offence any sum not exceeding five pounds.

10. Whosoever shall unlawfully and maliciously deface or injure or shall cut down burn or otherwise destroy any survey mark or any mile post or tree or any direction post board or tree or any public notice or placard shall upon being convicted thereof be liable to a penalty not exceeding five pounds.

11. Whosoever shall by carelessness in the use of fire or other negligence in anywise injure or destroy any bridge or culvert (whether over any stream of water or not) or any approach thereto or any causeway or crossing along or over any public road shall upon being convicted thereof be liable to a penalty not exceeding twenty pounds.

12. Whosoever shall light a fire under any wooden bridge or wooden culvert over upon or under any road shall on being convicted thereof be liable to a penalty not exceeding five pounds.

13. In all cases where by any law now in force tolls are authorised to be demanded and taken at any turnpike gates in the said colony it shall be lawful for the Governor with the advice of the Executive Council by any proclamation to be issued by him to alter or vary any such tolls any law or statute to the contrary notwithstanding.

14. All offences against this Act may be heard and determined in a summary way before any two or more justices in petty sessions assembled and all penalties forfeitures and fines inflicted and imposed under this Act shall be paid forthwith or within such time as the justices convicting shall order and direct and in default of such payment shall be levied by distress and sale of the goods and chattels of the party or parties offending and in every such case where sufficient distress shall not be found and such penalties forfeitures and fines shall not be forthwith paid it shall be lawful for such justices as aforesaid to commit such offender or offenders to gaol for any period not exceeding six months unless the sum to be levied together with the costs shall be sooner paid.

15. No proceedings under this Act shall be removed by

certiorari or otherwise into the Supreme Court and all forms of information summons warrants orders and convictions under this Act may be prepared in the form given in the Act of the Imperial Parliament passed in the session of the eleventh and twelfth years of her Majesty's reign intituled "An Act to facilitate the performance of the duties of justices of the peace out of sessions within England and Wales with respect to summary convictions and orders" Provided always that such proceedings shall not be invalidated if prepared in any other form that shall substantially meet the merits of the case.

16. The word animal shall for the purposes of this Act be held to include horses cattle sheep pigs calves lambs goats and dogs.

17. This Act shall commence and take effect from and after the first day of January one thousand eight hundred and sixty-seven and be styled and may be cited as "The Carriers' Act of 1866."

SCHEDULE.

QUEENSLAND } TO WIT. }

Whereas A. B. the proprietor of a certain dray waggon (*or* other vehicle *as the case may be*) hath applied to us the undersigned justices of the peace assembled in petty sessions for the district of to grant to him a license to trade as a common carrier and to use and employ the said dray waggon (*or* other vehicle) in the carriage and conveyance of goods and whereas after due inquiry we are satisfied that the said dray waggon &c. is fitted with a sufficient number of sound and properly constructed breaks Now we the justices as aforesaid do hereby in pursuance of the authority vested in us by the "Carriers' Act of 1866" authorise and license the said A. B. to trade as a common carrier and to carry and convey on and by the said dray waggon (*or* other vehicle) any load not exceeding pounds gross weight.

This license to remain in force until the thirty-first day of December next.

Given under our hands this day of A.D.

E. F. }
G. H. } Justices of the Peace.

QUEENSLAND LAND LEASING ACT.

WHEREAS it will be of public advantage that waste lands of the Crown situate more than two miles from the boundary of any town should be leased upon the terms and subject to the conditions hereinafter specified and that the lessees should be enabled to purchase the lands so leased as hereinafter provided Be it therefore enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled and by the authority of the same as follows—

1. All such Crown lands as shall have been surveyed in portions of thirty acres or upwards and have been offered for sale by auction and neither sold at auction nor purchased by selection within thirty days after being offered for sale by auction shall be open to lease by the first applicant excepting only such Crown lands situate within two miles at the least from the nearest part of the boundary of any town or village now or hereafter to be proclaimed.

2. So soon as any lands shall become open for lease as aforesaid it shall be lawful for any person to apply to the land agent within whose district such land is situate to be declared the lessee of any portion or portions of land so open to selection and in case there shall be but one applicant for any such land such sole applicant shall be declared the lessee.

3. In case there be two or more applicants for the same land at the same time the applicant who shall offer and pay the highest premium over and above the rent shall be declared the lessee.

4. Applications for leases shall be made in the form contained in the schedule to this Act and applicants shall at the time of making application pay to the land agent in cash or in land orders issued in favour of applicant the full amount of one year's rent.

5. The person declared lessee shall receive from the land agent a lease in such form as the Governor in Council shall appoint and shall sign a duplicate lease which shall be forwarded by the land agent to the office of the Surveyor-General.

6. Every such lease shall be made subject to the following conditions—

(1). The term thereof shall be for eight years inclusive commencing from the first payment of rent.

(2). The yearly rent shall be at the rate of two shillings and sixpence per acre when the upset price of the land or the sum for which it is open to purchase by selection is twenty

shillings per acre but if the upset price of such land or the price at which such land is open to purchase by selection be higher than twenty shillings per acre then the rent shall be increased in proportion.

(3). The rent for the second and each succeeding year shall be paid in cash in advance to the Treasury at Brisbane on or before the first day of January and in default of such payment in advance the lease shall be forfeited and the land and all the improvements thereon shall revert to the Crown but the lessee may defeat such forfeiture by paying into the Treasury at Brisbane in cash within ninety days of such original rent day a sum equal to the annual rent together with an additional sum equal to one-fourth part thereof by way of penalty but in the default of such payment of rent and penalty within ninety days the lease shall be absolutely forfeited and the lessee and any person claiming under him who shall thereafter remain in possession or intrude upon the land in such lease shall be deemed a trespasser upon Crown lands and may be removed in the manner provided by law Provided always that when the lease of any lands shall have been forfeited as aforesaid such lease shall be put up for sale by auction within sixty days of such absolute forfeiture and the residue of the proceeds of such sale shall after paying the arrears of rent and fine with all expenses incurred by such sale be paid to the lessee his executors or administrators.

(4). So soon as the lessee shall have made the eighth payment of rent as aforesaid he shall be entitled to a deed of grant in fee-simple subject however to the payment of the fees chargeable on the issue of deeds of grant.

(5). If at any time during the term of such lease the lessee shall pay in cash or land orders into the Treasury at Brisbane the rent for the unexpired portion of such term he shall be forthwith entitled to a deed of grant in fee-simple subject however to the payment of the fees chargeable on the issue of deeds of grant.

7. It shall not be lawful for any one person co-partnership or company to become the lessee in any one year of more than two thousand five hundred and sixty acres.

8. It shall not be lawful for the lessee of any such lease or any person claiming through or under him to transfer assign or encumber the same without registering the same in the office of the Surveyor-General and any transfer assignment or encumbrance made or attempted to be made without such registration shall be absolutely void and of no effect.

9. A fee of ten shillings shall be paid upon every transfer

assignment or encumbrance of any lease issued under this Act.

10. It shall not be lawful for any lessee under the provisions of this Act to claim damages for any stock impounded for trespass on his leased land unless such trespass shall have been committed on land surrounded by a fence.

11. All lands remaining unleased for the space of three years after the same shall have been first open for lease shall as soon as conveniently may be thereafter be brought forward for sale by auction as Crown lands in the same manner as if they had never been open for lease except that it shall not be necessary in any such case to re-survey such lands nor to deposit or issue fresh maps or plans of the same.

12. All lands in agricultural reserves which shall have been or may hereafter be proclaimed as open for selection and have remained so open and unselected for one calendar month shall be open to lease by the first applicant under the terms and conditions specified in the seventh clause of this Act Provided only that if taken up on lease they shall be subject to the same condition and restriction as to cultivation and quantity as if they were selected by purchase.

13. In the event of any Crown lands being resumed the lessees shall be compensated by a proportionate reduction of their rent.

14. So much of the seventh clause of the "Agricultural Reserves Act of 1863" as requires residence on and fencing of selections is hereby repealed and also the Act 29 Victoria number twenty-one.

15. All lands leased under this Act shall be subject to the provisions of the "Fencing Act of 1861."

16. This Act may be cited for all purposes as the "Leasing Act of 1866."

SCHEDULE.

Application to Lease Lands.

To the Land Agent at

Sir

I hereby apply to be declared and entered as lessee under the "Leasing Act of 1866" of the allotment of land specified below.

I herewith tender you the sum of as the first year's rent payable in advance for the said land at the rate of per acre.

And I agree to all the conditions and restrictions of the said Act so far as the same apply to the said land.

County
Parish
Date of proclamation
Number of allotment
(*Special mark if any of subdivision*)
Area of allotment a. r. p.
Rent thereon at per acre £. *s*. *d*.

I am Sir
Your obedient servant

Land Agent

Received and accepted this day of 18 at o'clock.

MASTERS' AND SERVANTS' ACT.

WHEREAS the laws now in force in the Colony of Queensland relating to masters and servants are insufficient and it is expedient to make further and better provision in that respect Be it therefore enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled and by the authority of the same as follows—

1. From and after the commencement of this Act the Act of the Legislature of New South Wales passed in the twentieth year of Her Majesty Queen Victoria intituled "An Act to regulate the Law between Masters and Servants" shall be and the same is hereby repealed within the said Colony of Queensland except as to any matter or thing done or commenced to be done and as to any contract or agreement already entered into under or by virtue of the same and any offence already committed and any penalties or forfeitures already incurred or which may be incurred under any such contract or agreement shall and may be punishable and recoverable under the said Act as if the same had not been repealed.

2. The following words and expressions in this Act shall have the meaning hereby assigned to them unless there be something in the subject or context repugnant to such construction—

The word "master" shall extend to and include all employers male or female of servants and also agents superintendents overseers or other persons acting for or on behalf of any employer

The word "servant" shall include all agricultural and other labourers shepherds watchmen stockmen grooms all domestic and other servants artificers journeymen handicraftsmen miners gardeners vinedressers splitters sawyers fencers shearers sheepwashers reapers mowers haymakers hired and engaged in this colony either by verbal or written contract and either for a time or for piecework and all such persons as aforesaid engaged in the United Kingdom of Great Britain and Ireland or in any of the British Colonies in the British East India possessions or in foreign countries by indenture or other written agreement

The word "justice" and "justices in petty sessions" shall mean any police magistrate or any two or more justices of the peace assembled and acting in petty sessions and in open court in the district or place nearest to the district or place where the matter requiring the cognizance of such justices arises or where the master and the servant are residing or sojourning when the complaint is made

The word "cattle" shall include cows bulls bullocks heifers steers calves horses mares colts fillies foals asses mules sheep lambs goats and swine

3. If any servant shall agree with any person to serve him for any time or in any manner and shall not enter into his service or commence his work according to his agreement (such agreement if in writing being signed by the parties thereto or if by parol being made in the presence of a witness) or if any servant having entered into such service or commenced such work shall absent himself therefrom without reasonable cause before the term of his agreement shall have expired or before the work agreed for shall be completed (whether such agreement shall be in writing or not in writing) or shall refuse or neglect to fulfil the same such offender upon being lawfully convicted thereof shall forfeit and pay any sum of money not exceeding twenty pounds and in default of payment the same shall be levied by distress and sale of the goods and chattels of the offender and in case no sufficient distress can be found whereon to levy the fine and costs the offender shall be imprisoned for any period not exceeding three months or in lieu thereof at the discretion of the convicting justices such offender shall forfeit the whole or such part of the wages then due as the said justices shall think fit not exceeding the amount of the penalty and costs imposed by the said justices.

4. If any servant after having entered into any agreement either written or parol with any master to serve him for any time or in any manner shall obtain from such master any advance of money or goods on account of the wages for which

he shall have so agreed to serve and shall after obtaining the same neglect or refuse without reasonable cause forthwith to go to the place at which he shall have so agreed to serve or to perform the work he shall have so agreed to perform to the extent of the advance of wages so made such servant so offending shall upon being lawfully convicted thereof be imprisoned with or without hard labour for any term not exceeding three months.

5. If any servant shall wilfully or negligently spoil or destroy any goods wares work or materials for work committed to his charge or care or shall wilfully or negligently abandon lose or injure any cattle or other property belonging to or in the charge of his employer every such offender being thereof lawfully convicted shall forfeit and pay reasonable compensation for such cattle or property so spoiled destroyed injured lost or abandoned as aforesaid and in default of payment or satisfaction of such damages shall be committed to gaol by the convicting justices for any period not exceeding three months with or without hard labour at the discretion of such justices Provided that in all cases of injury under this clause where any compensation shall be assessed against any such offender the mode of satisfying the same may be by distress and sale of the goods and chattels of the offender and in case no sufficient distress can be found whereon to levy the compensation awarded and costs the offender shall be imprisoned for any period not exceeding three months or shall forfeit the whole or such part of the wages then or thereafter to become due as the said justices shall think fit not exceeding the amount of the said compensation and costs but nothing herein contained shall extend to relieve such servant from any action for the recovery of so much of the said compensation and costs as shall not be satisfied by the said forfeiture.

6. If any servant shall during the continuance of his agreement wilfully and unlawfully absent himself from his service without leave the period of such absence shall not in any case be taken into account in estimating his time of service under his agreement and his agreement shall be held to continue in full force beyond the time originally stipulated for a period equal to the term of such absence nor shall any servant so absenting himself or being imprisoned be entitled to claim any wages for or during the period of such absence or imprisonment.

7. If any person or persons shall wilfully pretend or falsely assert in writing that any servant has been hired or retained for any period of time or in any station or capacity other than that for which or in which he shall have been hired or retained

or shall wilfully pretend or falsely assert in writing that any servant was discharged or left his service at any other time than that at which he was discharged or actually left such service or that any other such servant had not been hired or employed in any previous service contrary to truth then and in any such case such person or persons on conviction thereof shall forfeit and pay any sum of money not exceeding twenty pounds and in default of payment be imprisoned for any period not exceeding three months.

8. Any servant or other person who shall forge or knowingly use any forged certificate purporting to be a discharge of any person or persons from any service shall be guilty of a misdemeanour and shall be liable to imprisonment with or without hard labour for any period not exceeding three months.

9. In any claim for unpaid wages it shall be lawful for any justice where or near to the place where the service shall have been performed or where or near to the place where the person or either of the persons upon whom the claim is made shall be or reside upon complaint made to such justice by such servant or on his behalf to summon such person or persons to appear before the justices in petty sessions to answer such complaint and the justices there assembled are hereby empowered to examine the parties and their respective witnesses (if there by any) touching the complaint and the amount of wages due and to inspect any agreement or duplicate copy thereof if produced and to make such order for payment of the said wages with the costs incurred by the servant in prosecuting such claim or any damages the servant may have sustained by the neglect of his master to pay the wages so found to be due as shall to such justices appear reasonable and just and in case such order shall not be forthwith obeyed it shall be lawful for such justices to issue their warrant to levy the amount of wages awarded to be due by distress and sale of the goods and chattels of the person on whom such order for payment shall be made and all the costs charges and expenses including the damages incurred by the servant in the making and prosecuting the complaint as well as the costs and charges of the distress and levy and if such levy cannot be made or shall prove insufficient then such justices are hereby empowered to cause the person upon whom the order shall be made to be apprehended and committed to gaol there to remain for any period not exceeding three months unless payment shall be sooner made of the amount of the wages so awarded and of all costs charges and expenses attending the recovery thereof or until his estate shall have been sequestrated as insolvent according to law.

10. It shall be lawful for any justice residing within the district in which any servant is or has been employed upon the complaint of such servant touching or concerning the non-payment of his wages to summon the agent manager or overseer of his master to be and appear before the justices in petty sessions and the justices then assembled may hear and determine the matter of the complaint and make an order for the payment by such agent overseer or manager to such servant of so much wages as to such justices shall appear to be justly due and in case of refusal or non-payment of any sum so ordered to be paid by such agent overseer or manager or in case such agent overseer or manager shall neglect or refuse to give a draft or order on his master or employer for such sum as the justices have awarded with costs then such justices shall and may issue their warrant to levy the same by distress and sale of the goods and chattels of such master or employer.

11. When any wages shall be paid to any servant by any cheque draft order or note in writing upon any bank or any person out of the Colony exchange at the rate of one per centum on amounts under fifty pounds and over that sum at the rate of one-half per centum shall be added to the amount of such wages.

12. When any wages shall be paid to any servant by any cheque draft order or note in writing upon any bank or any person and the same shall be dishonoured no servant shall thereby be deprived of any remedy given to him by this Act for the recovery of his wages but every such servant shall be entitled to recover such reasonable damages as he may have sustained in consequence of the dishonour of such cheque draft order or note and such damages shall be recoverable as wages due to such servant in the same way that wages are hereinbefore directed to be recovered.

13. If any master shall unlawfully detain or refuse to deliver the clothes wearing apparel bedding tools or any goods in his possession belonging to any servant it shall be lawful for any justice to inquire into the matter of such detention or refusal on oath in a summary way and to make an order for the delivery within such reasonable time as he may appoint of such clothes apparel bedding tools or other property and if any master shall refuse or neglect to obey such order he shall forfeit and pay a penalty not exceeding five pounds for every such offence and it shall be lawful for such justice by warrant under his hand to cause such effects to be seized and delivered over to such servant.

14. If any person shall conceal employ or retain or assist in

concealing employing or retaining any servant who shall have deserted from the service of any master or otherwise absconded or absented himself from service knowing such servant to have deserted or otherwise absconded or absented himself from his service or shall cause induce or persuade any such servant by words or by any other means whatsoever to violate or attempt to violate any agreement (whether in writing or not in writing) which he may have entered into to serve with any master the person so offending shall for every such offence upon conviction thereof forfeit and pay a penalty not exceeding twenty pounds or in case of non-payment thereof it shall be lawful for the convicting justices to commit the person so offending to any gaol for any term not exceeding three months the said commitment to be determined on payment of the penalty and costs.

15. It shall be lawful for any two or more justices in any case to hear and determine in a summary manner any complaint difference or dispute which may arise between any such servant and his master and to make such order or award against either party as to such justices shall seem meet and every such order or award to enforce by cancelling the indenture or agreement between the parties if the justices shall think fit or by imposing on either party a fine or penalty proportionate to the offence but not exceeding the sum of twenty pounds and in default of payment by execution against the goods effects or other property of the party against whom such order or award shall be made or in default of sufficient distress by arrest and imprisonment of such party for any time not exceeding three months.

16. All offences under this Act shall be heard and determined in a summary way before any police magistrate or two or more justices in petty sessions assembled as by law or this Act is or shall be provided And no proceeding under this Act shall be removed by certiorari into the Supreme Court and all the forms of information summons warrants orders and convictions under this Act may be prepared in the form required by the Act of Parliament passed in the session of the eleventh and twelfth year of the reign of Her Majesty Queen Victoria intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within England and Wales with respect to Summary Convictions and Orders" and no proceedings under this Act shall be invalidated if prepared in any other form which may substantially meet the merits of the case Provided always that no warrant shall issue for the apprehension in the first instance of any person against whom any charge may be made under the provisions of this Act un-

less it be made to appear on oath to the satisfaction of the justice before whom the complaint is preferred that the complainant has reasonable cause to believe that the defendant has absconded or removed or is about to abscond or to remove from his usual place of abode or from the district or place in which he has usually resided and that the complaint of the party making the charge may be thereby defeated Provided also that in any case where the presence of one or more justices is required by this Act it shall be lawful if the attendance of two justices cannot be obtained for one justice by the consent of both parties to hear and determine the matter in question and the decision of such justice shall be final and conclusive between the parties.

17. It shall be lawful for any clerk of petty sessions to issue his summons in any case of complaint under this Act made to him personally by either master or servant and every such clerk of petty sessions is hereby authorised to receive such complaint and in his discretion having reduced the same to writing and obtained thereto the signature of the person complaining to issue his summons in the same form and manner as if the same had been issued by a justice of the peace and the same shall have the same force and effect as if made and issued by any such justice.

18. Any complainant or defendant under this Act may be examined as a witness in any case And in prosecuting any offence under this Act it shall not be necessary for the purpose of proving the execution of any agreement to call any subscribing or attesting witness thereto or to account for the absence or to prove the handwriting of any such subscribing or attesting witness but every agreement may be proved in like manner as if there were no subscribing or attesting witness thereto.

19. In the case of any prosecution instituted or of proceedings taken upon any summons under the provisions of this Act it shall be lawful for the justices before whom the same shall be tried to assess the expenses attendant upon the same and the amount so assessed shall be paid by the complainant if he shall abandon or shall fail to establish the case or by the defendant if convicted or if the justices shall see fit they may order each party to pay half the expenses and in default of payment the amount shall be levied by distress and sale of the goods and chattels of the person failing to pay and in case no sufficient distress can be be found whereon to levy the said amount the person so failing to pay may be imprisoned for any period not exceeding three months.

20. If in any case under this Act a fine or penalty leviable by distress shall have been imposed upon any person and the

convicting justices shall be satisfied upon hearing evidence that the person upon whom the said fine or penalty has been imposed has no sufficient goods and chattels whereon the same may be levied or that he has no settled place of abode or is about to leave his last or usual known place of abode it shall be lawful for the said justices to order immediate payment of the said fine or penalty and if the same be not then paid to commit such person to gaol for any period not exceeding three months or if such person be a servant and it shall appear to the justices that there is any money due to him on account of wages they may order the amount of such fine or penalty to be paid out of the money so due to him.

21. If any person convicted of any offence or subjected to any penalty under this Act before or by any justices shall think himself aggrieved by the judgment of such justices he may appeal to the next court of general and quarter sessions which shall be held for the district or place wherein or nearest to which such offence shall have been committed or penalty incurred or he may appeal to a judge of the Supreme Court sitting in chambers in Brisbane or on circuit and the execution of every judgment so appealed from shall be suspended in case the person so convicted shall immediately before such justices give notice of his intention to appeal and shall within ten days after enter into a bond to Her Majesty in the penal sum of double the amount of the penalty so incurred or forfeited or if such conviction contain a judgment of imprisonment shall within ten days enter into a recognizance before any two justices himself in the penalty of twenty pounds with two sufficient sureties in the penalty of ten pounds each which bond or recognizance respectively such justices are hereby authorised and required to take and every such bond or recognizance shall be conditioned to prosecute such appeal and to be forthcoming to abide the judgment and determination of the said court of general and quarter sessions or judge and to pay such costs as the said court or judge shall award Provided always that pending the production of such sureties the penalty appealed from shall be enforced by imprisonment And the justices in such general and quarter sessions assembled or the said judge are hereby authorised and required to hear and determine the matter of the said appeal and to award such costs as to them shall appear just and reasonable to be paid by either party and such decision shall be final between the parties to all intents and purposes and if upon hearing the said appeal the judgment of the justices before whom the appellant shall have been convicted shall be affirmed such appellant shall forthwith pay the forfeiture and penalty if any mentioned in such conviction and

the costs awarded to be paid by him or if such conviction contains a sentence of imprisonment the appellant shall be commited by the said court or judge to gaol according to such conviction and for the space of time therein mentioned And if the penalty incurred or the costs awarded by the said justices be not then paid it shall be lawful for the said justices to commit the person failing to pay to gaol for any period not exceeding three months unless the same be sooner paid.

22. No conviction order or award shall be made or had under this Act unless complaint be made within six months from the time when the offence breach of agreement or cause of complaint was committed or arose.

23. No action at law shall lie against any such justice or justices of the peace for any matter or thing which may be done or commanded to be done by him or them in pursuance of this Act unless there be direct proof of corruption or malice and unless such action be commenced within six months after the cause of action or complaint shall have arisen and if any justice or justices shall be sued for any matter or thing done in pursuance of this Act he or they may plead the general issue and give this Act and the special matter in evidence.

24. Nothing in this Act shall authorise the imprisonment of any female.

25. In cases where the nearest gaol may be at a distance greater than thirty miles the nearest lock-up or watchhouse may be used as a gaol under this Act Provided always that nothing herein contained shall authorise the imprisonment in such public lock-up or watchhouse of any person under this Act for a longer period than fourteen days.

26. This Act may be cited as the "Masters and Servants Act of 1861."

POSTAL INFORMATION.

LOCAL REGULATIONS.

ALL letters received in this Colony from *any* part beyond the seas, that have not been regularly posted at the place of despatch, will be charged with the Colonial Ship Rates of Postage.

All letters posted in Queensland must be pre-paid by affixing thereon postage stamps of sufficient value. Any letter posted for delivery in the Colony will, if the postage stamps thereon

be not grossly deficient in value, be forwarded and charged with *double* the deficiency, but, if grossly deficient, the letter will be opened and returned to the writer.

Any letter posted for transmission to the United Kingdom will, if bearing at least a single rate of postage, be forwarded and charged with the postage deficient, and a single rate of postage as a fine; but if not bearing a single rate of postage it will be opened and returned to the writer.

Letters posted for transmission to the neighbouring colonies, and to foreign countries and British Colonies generally, whether sent direct or through the United Kingdom, will invariably be opened and returned to the writers, unless they bear the *full amount* of postage payable thereon.

Any person can have a letter registered by affixing on it, by means of the proper stamps, the amount of the registration fee, in addition to the proper postage, and presenting it at a Post Office during office hours, when a receipt for the same will be given, and every precaution will be adopted to ensure its safe delivery by entering it on the letter bills, and obtaining a receipt for the same on delivery. As the Post Office, however, is not responsible for the loss of *any* letter, whether registered or otherwise, parties sending bank notes or drafts are advised to take the numbers and particulars, and to cut such notes or drafts in halves, and to send them by different posts. Letters on being re-directed are chargeable with a new and distinct rate of postage.

Inland letters must be posted half an hour previous to the time fixed for the despatch of mails; but late letters will be received to within a quarter of an hour, upon a fee of a sixpenny stamp being affixed to each letter.

The mails for England are made up in Brisbane on or about the 20th of each month, in time to secure their arriving in Sydney before the 24th, the date on which the mail leaves for England.

The mails for New Zealand are despatched on or immediately before the 12th of each month. The mails for Victoria, South Australia, and Tasmania, are despatched, *vid* Sydney, twice a week, or as often as a steamer leaves.

The Dead Letter Office is open from 10 a.m. to 4 p.m.

The country offices are open from 9 a.m. to 6 p.m., except when mails arrive at a later hour; in which case they are open for half an hour after such arrival, but not later than 8 p.m.

LETTERS.

Town Letters.—Not exceeding ½ oz., 1d.; exceeding ½ oz., but not exceeding 1 oz., 2d.; exceeding 1 oz., but not exceed-

ing 2 oz., 4d. ; and so on, increasing 2d. for every additional ounce or fraction of an ounce.

Inland Letters.—Not exceeding ½ oz., 2d. ; exceeding ½ oz., but not exceeding 1 oz., 4d. ; exceeding 1 oz., but not exceeding 2 oz., 8d. ; and so on, increasing 4d. for every additional ounce or fraction of an ounce.

Letters to British Colonies and Foreign Countries (except in special cases as given) :—Not exceeding ½ oz., 6d. ; exceeding ½ oz., but not exceeding 1 oz., 1s. ; and so on, increasing 6d. for every additional ½ ounce or fraction of ½ ounce. No charge whatever is made on the above-mentioned letters on *receipt* in this colony, provided they have been duly posted. Arrangements have been made with the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania, for the delivery of such letters at their final destination without further charge. Letters sent *overland* to any of the neighbouring colonies are charged with the same rates of postage as when sent by sea.

Letters to and from the United Kingdom :—Not exceeding ½ oz., 6d. ; exceeding ½ oz., but not exceeding 1 oz., 1s. ; exceeding 1 oz., but not exceeding 2 oz., 2s. ; and so on, increasing 1s. for every additional ounce or fraction of an ounce. Letters forwarded *viâ* Marseilles are liable, *in addition*, to a rate of 4d. for every ½ ounce weight, to cover the cost of transit through France. The above rates will be the entire amount charged upon letters sent to or from any part of the United Kingdom, or of the colony.

Letters addressed to Officers serving on board any of Her Majesty's Ships on a Foreign Station, when sent through the United Kingdom :—Not exceeding ½ oz., 1s. ; exceeding ½ oz., but not exceeding 1 oz., 2s. ; exceeding 1 oz., but not exceeding 2 oz., 4s ; and so on, increasing 2s. for every additional ounce or fraction of an ounce.

Seamen's and Soldiers' Letters :—Letters sent to or by seamen and soldiers in Her Majesty's service will be transmitted within the colony, and between the colony and any Post Office in the British dominions, at a charge of *one penny*, provided that the following regulations are observed:—1st. Each letter must not exceed ½ oz. in weight. 2nd. It must be superscribed with the name of the writer, his description or class in the vessel or regiment, and signed by the officer at the time in command. 3rd. The postage must be pre-paid. Any letter of this description posted or received in this colony, not in accordance with the foregoing regulations, will be treated as an ordinary letter.

Letters forwarded viâ *the United Kingdom to Colonies and*

Foreign Countries:—All letters of this class paid in full are sent to the United Kingdom *viâ* Southampton, unless specially marked for transmission *viâ* Marseilles, in which case they must bear, in addition to the rates of postage, which may always be ascertained on enquiry, postage at the rate of 4d. for every ½ oz. of their weight. Letters addressed to France and the Continent of Europe, and marked for transmission *viâ* Marseilles (Registered letters excepted, which must either be sent through the United Kingdom or by French Mail), are, unless specially marked for transmission *viâ* the United Kingdom, sent in the closed mail for Marseilles, and need only in that case bear the colonial ship rates of postage of 6d. the ½ oz.

REGISTRATION OF LETTERS.

Registered letters for the British possessions in China, the Mediterranean, the West Indies, North America, Africa, and for St. Helena, Belgium, the Netherlands, and Spain, are charged 1s. for registration fee.

For Prussia, the German States, Hanover, Saxony, Mecklenburg Schwerin, Mecklenburgh Strelitz, Brunswick, Oldenburgh (Berkenfeld excepted), Anhalt, Austrian dominions, Servia, the Ionian Islands, Denmark, Moldavia, Wallachia, Turkey in Europe, Sweden and Norway, when these countries are *not* addressed *viâ* France the registration fee is 1s.; and for any of the following countries, if specially addressed *viâ* Prussia, viz.:—Luxembourg, Baden, Bavaria, Wurtemburg, Sardinia, Switzerland, Papal States, and Greece—the registration fee is 1s. 3d.

For the United States the fee is 1s. 3d. under the ½ oz.; over the ½ oz. and not above 1 oz., 1s. 5d.

For France and Algeria, or the following countries, the correspondence of which is forwarded through France, viz.:—the places in Turkey, Syria, or Egypt, at which France maintains Post Offices (including, among others, Alexandria, Beyrout, Tripoli, Smyrna, Constantinople, Verna, Galatz, and Trebizond), Luxembourg, Baden, Bavaria, Wurtemburg, Sardinia, Switzerland, Tunis, Tangiers, Tuscany, Parma, Modena, Papal States, Two Sicilies, and Greece; and for the following countries, if specially addressed *viâ* France, viz.:—The Netherlands, Prussia, German States, Hanover, Saxony, Mecklenburg Schwerin, Mecklenburg Strelitz, Brunswick, Oldenburg (Berkenfeld excepted), Anhalt, Austrian dominions, Servia, Denmark, Moldavia, Wallachia, Turkey in Europe (*viâ* Austria), Sweden, Norway, Poland, and Russia—the fee is 6d., and an additional amount exactly equal to the amount

of postage British and Foreign ; *i.e.*, the full amount of postage less the British and Colonial rate of 6d. the ½ ounce.

For Russia and Poland, when letters do not exceed ½ oz., the fee is 1s. 6½d.

The above-mentioned registration fees may be paid by means of ordinary stamps when the fee exceeds 1s., but not otherwise.

Letters for the Continent of Europe, viâ *Trieste.*—These letters will be forwarded by the mail contract packets *viâ* Suez, and the following rates will pre-pay them to Alexandria, whence they will be forwarded to their destination by the Austrian Government, and the foreign postage due thereon collected on delivery :—For a letter not exceeding ½ oz., 1s. ; but not exceeding 2 ozs., 4s. ; and so on, increasing 2s. for every ounce or fraction of an ounce.

Letters viâ *Callao and Panama.*—Letters addressed to or through Great Britain by this route must bear, in addition to the ordinary postage rate, a 6d. stamp for every ½ oz., in order to cover the New Granadian transit charge.

Letters for Syria and Turkey.—Letters addressed to Syria and Turkey will be sent *viâ* Alexendria and Jaffa (unless marked for transmission *viâ* the United Kingdom), and must bear, *in addition to the Colonial Ship Rate of Postage of 6d. the half-ounce*, postage according to the following rates, viz. :—Not exceeding ½ oz., 5d. ; exceeding ½ oz., but not exceeding 1 oz., 10d. ; exceeding 1 oz., but not exceeding 2 oz., 1s. 8d. ; and so on, increasing at the rate of 10d. for every additional ounce or fraction of an ounce.

Letters for Spain, Portugal, Madeira, &c.—Letters for Spain, Portugal, Madeira, the Azores, the Cape de Verde Islands, and other Portuguese possessions on the Coast of Africa, will (unless marked for transmission *viâ* the United Kingdom) be forwarded in the Mail made up for Gibraltar, and will in such case only be liable to the Colonial Ship rate of postage of 6d. the ½ ounce.

NOTE.—Registered letters for Russia and Poland (if not sent through France), are liable to four Registration fees, viz. :—Colonial 6d. ; British, 6d. ; Prussian, 3d.; Russian, 3½d. The three first fees do not increase, whatever may be the weight of the letter, but the latter fee of 3½d. increases as follows :—3½d. for half-an-ounce, 7d. for one ounce, and 7d. additional for every additional ounce or fraction of an ounce.

PACKETS AND BOOKS.

Packets for Gold transmitted within the Colony.—Not exceeding ½ oz., 4d. ; exceeding ½ oz., but not exceeding 1 oz., 8d. ; exceeding 1 oz., but not exceeding 2 oz., 1s. 4d. ; and so on, increasing 8d. for every additional ounce or fraction of an ounce.

Packets containing Bank Pass Books, &c.—Not exceeding 4 ozs., 2d. ; and 1d. extra for every additional 2 ounces or fraction of an ounce.

Bankers' parcels, containing pass books, sent by or to any bank or banker—Cases or covers enclosing maps or plans transmitted by or addressed to the Surveyor-General or Deputy Surveyor-General—Returns made from or to any department of the public service, pursuant to any law or duly authorised regulations—will be forwarded, closed against inspection, provided they bear on the outside a statement of the contents, subscribed with the name and address of the sender, that there shall not be in or upon any of the packets any letter or epistolary communication or intelligence, and that they do not exceed 16 ozs. in weight. (Except maps and plans, the weight of which may extend to 3 lbs.) If such packets, however, are posted in covers open at both ends, they need not bear the statement in question, and the weight of any such packet may be increased to 3 lbs., as they come under the head of book parcels.

Packets containing returns of births, baptisms, marriages, and deaths, may be transmitted unstamped, the postage being paid on delivery, if marked as containing such returns only, and signed by the clergyman or the district registrar transmitting them.

Packets open at each end, containing printed reports of the proceedings of any benevolent, religious, or charitable institutions, when posted at any Post Office for delivery at such office, or at any place within the limits of the city or town in which such Post Office is situated : Not exceeding 4 ozs., 1d. ; and for every additional 2 ozs. or portion of 2 ozs., 1d.

The same regulations apply to these packets as to those containing bank pass books, &c.

The postage on all the above packets, with the exception of returns of births, &c., must be pre-paid by stamps.

Book Packets for Malta, Spain, Portugal, Madeira, the Azores, Cape de Verde Islands, and other Portuguese possessions on the coast of Africa and the United Kingdom :—Not exceeding 4 ozs., 4d. ; not exceeding ½ lb., 8d. ; exceeding ½ lb., but not exceeding 1 lb., 1s. 4d. ; and so on, increasing 8d. for every additional ½ lb. or portion of ½ lb.

Packets of books and printed papers of every kind, posted in conformity with the regulations of the British Colonial Book Post, and addressed to the United Kingdom, may be forwarded in the closed mails despatched by way of Marseilles. The postage on such book packets, *sent by the route to Marseilles*, including the French Transit Rate, will be—not

exceeding 4 ozs., 6d. ; above 4 ozs., and not exceeding 8 ozs., 1s. ; above 8 ozs., and not exceeding 1 lb., 2s. ; above 1 lb., and not exceeding 1½ lb., 3s. ; above 1½ lb., and not exceeding 2 lbs., 4s. ; and so on, adding 1s. for each additional ½ lb., or fraction of a ½ lb. The postage must be pre-paid by means of postage stamps, and the value of the stamps affixed to a packet will be taken as an indication of the choice of route on behalf of the sender, *i.e.*, whether by Southampton or Marseilles.

Intercolonial Book Packets.—Not exceeding ½ lb., 6d. ; exceeding ½ lb., but not exceeding 1 lb., 1s. ; and so on, increasing 6d. for every additional ½ lb. or portion of a ½ lb.

Inland Book Packets.—Not exceeding 4 ozs., 2d., and 1d. extra for every additional 2 ozs. or fraction of 2 ozs.

The undermentioned articles may be transmitted as Book Parcels either within or beyond the Colony, viz. :—Books, Publications, and Works of Literature and Art. The following are included under the above heads, viz. :—All Books, whether printed, written, or plain, or any mixture of the three ; photographs upon paper, and printed circulars of every description ; publications or compilations, whether in print or in manuscript ; almanacs, prints, maps, whether on paper, or canvas, or cloth, and whether printed or written, or any mixture of the two ; and any description of paper, parchment, or vellum, whether printed, written upon, or plain, or any mixture of the three ; with any binding, mounting, or covering of or upon, or belonging to, any book, or publication, or work, or any portion thereof, or of or belonging to any paper, parchment, or vellum ; and any cases or rollers of prints, or maps, book-markers, pencils, pens, or other articles usually appertaining to any such book, publication, or work, paper, parchment, or vellum, or necessary for its safe transmission.

The following are the Rules which must be attended to in the transmission of Book Parcels :—1. No packet shall exceed two feet in length, breadth, or width.—2. No packet shall exceed three pounds in weight.—3. With the above limitations, a packet may contain any number of separate books, almanacs, maps, or prints, and any quantity of paper, vellum, or parchment.—4. Every packet shall be sent open at the ends or sides, and either without a cover or in a cover or envelope open at the ends or sides ; and there shall be no letter either closed or open, nor any enclosure, sealed or otherwise, closed against inspection, sent in or with any such packet ; nor shall there be any letter, or any communication in the nature of a letter, written or printed on the cover or envelope of any such packet. —5. The name and address of the sender may appear on the

cover, as well as those of the party addressed, but this is not indispensable.—6. Should a packet be posted unpaid, or with a prepayment of less than a single rate, or be enclosed in a cover not open at the ends or sides, or should it exceed the dimensions or weight specified, such packet will be sent to the Dead Letter Office, and returned to the writer.—7. Should any letter, whether sealed or open, or otherwise closed against inspection, be found in a Book Packet, such letter or other enclosure will be forwarded, charged not only with the postage due upon it as an upaid letter, but also with an additional single Book Post Rate. The packet itself, in such case, will be forwarded, provided the postage shall have been duly paid, without any extra charge.—8. Where a Book Packet shall have been posted, and insufficiently pre-paid, and it shall appear that at least a single rate has been paid thereon, such packet will be forwarded, charged with an additional postage equal to the deficiency, and a further rate as a fine.

In cases where, from the arrival of Packet Ships from England, or from any other cause, the number of such Book Parcels is unusually large, the Postmaster, in order to prevent interruption to the punctual despatch to the ordinary Mails, is authorized to delay the transmission of such packets for three successive Posts.

NEWSPAPERS.

Newspapers are transmitted within the colony free of charge if posted within seven days from the date of publication; if posted after that period, they are subject to a charge of one penny.

Newspapers for the United Kingdom are chargeable with one penny each, if intended for transmission *viâ* Southampton; but with threepence if posted for transmission *viâ* Marseilles.

Newspapers for transmission to the Continent of Europe *viâ* Trieste, are chargeable with twopence each.

Newspapers for the neighbouring colonies, and for all places beyond the seas, not already specified, are transmitted free of charge if posted within seven days; and all newspapers from such places received in the colony are delivered without charge.

Newspapers for Syria and Turkey, when transmitted *viâ* Alexandria, are liable to the charge of one penny for every two ounces weight.

The Postage on all newspapers chargeable therewith must be paid by affixing on the newspapers stamps of sufficient value, and no newspaper will be forwarded unless it bears the full amount of postage.

MONEY ORDERS.

MONEY Orders may be obtained and made payable at the undermentioned places, on payment of the following charges :

QUEENSLAND.

MONEY ORDER OFFICES.—*Brisbane, Ipswich, Dalby, Gayndah, Gladstone, Maryborough, Rockhampton, Bowen, (Port Denison), Towoomba, Warwick, Clermont, Condamine, Roma, Surat, Taroon, Mackay, Springsure, and Townsville.*—For any sum not exceeding £5, 6d. Exceeding £5, but not exceeding £10, 1s.

INTERCOLONIAL.

		s.	d.
Victoria *South Australia* *New South Wales* *New Zealand* *Western Australia*	For any sum not exceeding £5 - -	1	0
	Exceeding £5, but not exceeding £10	2	0

BRITISH.

		s.	d.
At any Money Order Office in the United Kingdom.	For any sum not exceeding £5 -	2	0
	Exceeding £5, but not exceeding £10	5	0

No Money Order will be issued for a larger sum than Ten Pounds. Money Orders must be obtained between the hours of 10 a.m. and 3 p.m. The Money Order Office at the General Post Office will be kept open until 6 p.m. the day previous to the despatch of the Monthly Mail; but no Money Orders will be issued on the day of closing the mails for the United Kingdom, unless that mail should be despatched in the evening.

List of Money Order Offices in Victoria, South Australia, New South Wales, New Zealand, and the United Kingdom, may be seen and further information obtained at any Money Order Office in Queensland.

TIME TABLE OF ARRIVAL AND DEPARTURE OF INLAND MAILS.

Rockhampton, Yaamba, Marlborough, and St. Lawrence.—Leave Rockhampton every Monday at 2 p.m., and arrive at Yaamba 8 p.m. Leave Yaamba Tuesday 8 a.m., *via* Princhester, arrive at Marlborough 6 p.m. Leave Marlborough Wednesday 8 a.m., *via* Tooloomba and Waverley, arrive at St. Lawrence Thursday 2 p.m. Leave St. Lawrence Friday 6 a.m., and returning by the same route arrive at Marlborough 8 p.m. Leave Marlborough Saturday at 8 a.m., and arrive at

Yaamba 6 p.m. Leave Yaamba Sunday at 6 a.m., and arrive at Rockhampton 1 p.m.

Westwood and Clermont.—Leave Westwood every Thursday at 8 a.m., and proceeding *via* Gainsford and Springton, arrive at Lillyvale Sunday 6 p.m. Leave Lillyvale Monday 6 a.m., and arrive at Clermont Monday 6 p.m. Leave Clermont every Thursday 6 a.m., and arrive at Lillyvale 6 p.m. Leave Lillyvale Friday 6 a.m., and returning by the same route arrive at Westwood Sunday 6 p.m.

Westwood, Knebworth, and Springsure.—Leave Westwood every Thursday at 8 a.m., and arrive at Knebworth 6 p.m. Leave Knebworth Friday 8 a.m., and proceeding *via* Roxburgh, Nulalbin, Barangah, Bauhinia Downs, Albinia Downs, Orion Downs, and Rainworth, arrive at Springsure Monday 6 p.m. Leave Springsure every Wednesday at 8 a.m., and returning by the same route arrive at Knebworth Saturday 6 p.m. Leave Knebworth Sunday 8 a.m., and arrive at Westwood same day 6 p.m.

Springsure and Alice Downs (Barcoo).—Leave Springsure every Tuesday at 8 a.m., and proceeding *via* Mantuan Downs arrive at Carrangarra Friday 6 p.m. Leave Carrangarra Saturday 8 a.m., arrive at Alice Downs *via* Greendale, Enniskillen, Mount Northampton, Sunday 6 p.m. Leave Alice Downs every Tuesday 8 a.m., and returning by the same route arrive at Carrangarra Wednesday 6 p.m. Leave Carrangarra Thursday 8 a.m., and arrive at Springsure Sunday 6 p.m.

Marlborough and Lillyvale.—Leave Marlborough every Wednesday at 6 a.m., and proceeding *via* Apis Creek, Columbra, Inglewood, Kynebill, arrive at Lillyvale Saturday 2 p.m. Leave Lillyvale Sunday 6 a.m., and returning by the same route arrive at Marlborough Tuesday 6 p.m.

Clermont and Beaufort (Belyando).—Leave Clermont every alternate Tuesday 8 a.m., and proceeding *via* Copper Mines, Drummond, Peak Vale, and Craven, arrive at Beaufort Wednesday 6 p.m. Leave Beaufort every alternate Friday at 8 a.m., and arrive at Clermont by the same route Sunday 6 p.m.

Clermont and Springsure.—Once a week. Times not determined.

St. Lawrence and Nebo.—Leave St. Lawrence every alternate Friday 8 a.m., and proceeding *via* Lotus Creek, Cardogan, and Funnel Creek, arrive at Nebo Sunday 4 p.m. Leave Nebo every alternate Tuesday 8 a.m., and returning by the same route arrive at St. Lawrence Thursday 4 p.m.

Nebo and Mackay.—Leave Nebo every alternate Tuesday at 8 a.m, and arrive at Mackay Wednesday 6 p.m. Leave Mackay every alternate Saturday at 8 a.m., and arrive at Nebo Sunday 6 p.m.

Nebo, Logan Downs, and Clermont.—Leave Nebo every alternate Monday at 6 a.m., and proceeding *via* Oxford Downs, Police Barracks, Grosvenor Downs, arrive at Logan Downs Tuesday 6 p.m. Leave Logan Downs Wednesday 6 a.m., and arrive at Clermont 6 p.m. Leave Clermont every alternate Saturday at 6 a.m., and returning by the same route arrive at Logan Downs 6 p.m. Leave Logan Downs Sunday 6 a.m., and arrive at Nebo Monday 6 a.m.

Logan Downs and Avon Downs.—Leave Logan Downs every alternate Wednesday 6 a.m., and proceeding *via* Tinwald Downs, arrive at Avon Downs Thursday 6 p.m. Leave Avon Downs Friday 6 a.m., and arrive at Logan Downs Saturday 6 p.m.

Bowen and Nebo.—Leave Bowen every alternate Wednesday at 6 a.m., and proceeding *via* the Don, Bogie River, arrive at Strathmore Thursday 1 p.m. ; *via* Sonona, Exmoor, and Blenheim, arrive at Nebo Sunday 6 p.m. Leave Nebo Monday 6 a.m., and returning by the same route arrive at Strathmore Thursday 1 p.m., and at Bowen Friday 6 p.m.

Strathmore and Natal Downs.—Leave Strathmore every alternate Thursday at 2 p.m., and proceeding *via* Hidden Vale and Mount Wyatt, arrive at Mount M'Connell Friday 6 p.m., Leave Mount M'Connell Saturday 6 a.m., and arrive at Natal Downs Sunday 6 p.m. Leave Natal Downs every alternate Monday 6 a.m. ; arrive at Mount M'Connell Tuesday 6 p.m. Leave Mount M'Connell Wednesday 6 a.m., and returning by the same route arrive at Strathmore Thursday 1 p.m.

Mount M'Connell and Bully Creek (M'Lasking's).—Leave Mount M'Connell every alternate Saturday 8 a.m., and proceeding *via* St. Anne's and Vine Creek arrive at M'Lasking's (Bully Creek) Sunday 6 p.m. Leave Bully Creek every alternate Monday 8 a.m., and returning by the same route arrive at Mount M'Connell Tuesday 6 p.m.

Bowen and Townsville (Cleveland Bay).—Leave Bowen every alternate Monday at 6 a.m., and arrive at Townsville on Wednesday at 6 p.m. Leave Townsville at 6 a.m. on Thursday, and arrive at Upper Burdekin on Friday 2 p.m. Leave Upper Burdekin on Sunday at 2 p.m., and arrive at Townsville on Monday at 6 p.m. Leave Townsville on Tuesday at 6 a.m., and arrive at Bowen on Friday at 6 p.m.

Burdekin and Richmond Downs (Flinders River).—Leave Burdekin every alternate Friday at 6 a.m., and proceeding *via* Messrs. Allingham, Hann's and Co., Gibson's, Anning Brothers, and Walpole's, arrive at Richmond Downs Thursday 6 p.m. Leave Richmond Downs every alternate Friday 6 p.m., and, returning by the same route arrive at Burdekin Thursday 6 p.m.

Richmond Downs and Burketown (Gulf of Carpentaria).—Once a month. Times not determined.

Cardwell and Valley of Lagoons.—Leave the Valley of Lagoons the first Monday in every month, and arrive at Cardwell Wednesday following. Leave Cardwell the first Friday of each month, and arrive at the Valley of Lagoons the following Sunday.

Glen Dhu (Valley of Lagoons) and the Lynd Station (M'Kinnon's).—Once a month. Times not determined.

STATIONS AND THEIR POST TOWNS.

Abor Creek	Clermont
Adelaide Point	Bowen
Albert Downs	Ditto
Albert River	Burke Town
Allendale	Bowen
Apis Creek	Marlborough
Aranbangah	Bowen
Argyle	Ditto
Arthur Downs	St. Lawrence
Avoca	Clermont
Avon Downs	Nebo
Balcomba	Knebworth
Bald Hills	Bowen
Banchory	Clermont
Bauhinia Downs	Knebworth
Barrangah	Ditto
Beaufort	Clermont
Bella Vista	Bowen
Blenheim	Ditto
Bluff Downs	Ditto
Bowen Station	Ditto
Brown's River	Knebworth
Bully Creek—P. O.	Bowen
Burdekin Downs	Dalrymple
Carnavon	Knebworth
Clairview	St. Lawrence
Cleveland Station	Townsville
Conobolaro	Knebworth
Consuelo	Ditto
Coogoolbinda	Ditto
Cragie	Dalrymple
Crystal Brook	Bowen
Dainbindangai	Knebworth
Don River	Bowen
Donone	Ditto
Dottswood	Dalrymple
Dove River	Bowen
Eton Vale	Ditto
Exmore	Bowen
Fanning River	Dalrymple
Fletcher's Creek	Bowen
Flinders' River	Ditto
Foyle Park	St. Lawrence
Funneil Creek	Ditto
Glenlee	Bowen
Havilah	Ditto
Hidden Vale	Ditto
Hellgrove	Ditto
Houghton River	Ditto
Hughes' Creek	Ditto
Humboldt's Creek	Knebworth
Inkerman	Bowen
Jarvisfield	Ditto
Killcommon	Clermont
Lake Elphinstone	Nebo
Linram, Apis Creek	Marlborough
Lynde River	Bowen
Marathon	Bowen
Maisford	Marlborough
Maydowns	St. Lawrence
Mimosa Creek	Knebworth
Moravia Downs	Ditto
Mount McConnell P.O.	Bowen
Mount Pleasant	Ditto
Mount Wyatt	Ditto
Newstead	St. Lawrence
North Creek	Nebo
North Cook	Somerset
Nulabin	Knebworth
Nulla Nulla	Bowen
Nyall	Ditto

Orion Downs	Knebworth
Oxford Downs	Nebo
Peak Vale	Clermont
Pelican Creek	Bowen
Planet Downs	Knebworth
Pomegranate Creek	Marlborough
Proserpine	Bowen
Parbrook Downs	Knebworth
Rainworth	Knebworth
Ravenswood	Bowen
Redcliffe	Knebworth
Reedy Lake	Bowen
Retreat	Nebo
Richmond Downs	Bowen
Rio	Knebworth
Rockingham Bay	Cardwell
Rolfe's	Clermont
Roselia Creek	Bowen
Rosburgh	Knebworth
Salisbury Plains	Bowen
Sonoma	Ditto
Southwell	Ditto
Spottiswoode	Knebworth
St. Anne's	Bowen
Strathalbyn	Bowen
Strathbogie	Ditto
Strathdon	Ditto
Sutton Creek	Nebo
Tara	Bowen
Tarela	St. Lawrence
Tilpah	Ditto
Tooloombah or Langdale	Marlborough
Triconnel Downs	Mitchell Dns.
Valley of Lagoons	Cardwell
Victoria Downs	Mitchell Dns.
Wangaratta	Bowen
Waverley	St. Lawrence
Westhill	Nebo
Wilangi	Marlborough
Willpend	Ditto
Wolfang	Ditto
Woodstock	Townsville
Woorooma	Knebworth
Yamala	Marlborough
Yatton	St. Lawrence
Zamia	Knebworth

GOVERNMENT LIFE INSURANCE AND ANNUITIES.

ON the 1st of January, 1866, the Government brought into operation the Act of 1865, "to grant facilities for the purchase of small Government Annuities and for assuring Payments of Money on Death."

LIFE INSURANCE.

No one life can be insured under this Act for more than £100, or less than £20; but any person once insured for a less sum than £100 may make further proposals for Insurance of not less than £5, until the aggregate sum for which he stands insured amounts to £100. The officer in charge of the Savings' Banks will render any information and supply the necessary forms. The applicant will be required to furnish satisfactory evidence of his or her age, and to deposit ten shillings, which will be returned if the policy is issued, but not otherwise. Beyond this there will be no other expense whatever on such proposers. Medical examination, books, forms, &c., &c., being all provided at Government expense. After payment of five years' premiums, the insured may terminate the contract if he wishes to do so, when a certain proportion of his payments will be returned to him. Any person, male or female, married or

single, between the ages of 16 and 60 may be insured under the provisions of this Act.

ANNUITIES.

Annuities (not exceeding in any instance £50) can be purchased from the Government through the same officers, and much in the same manner, as described above for Life Insurances. A medical examination, however, is not required. Proposals can be received—

1. For the purchase of an *immediate* Annuity by payment of one large sum. This Annuity will be payable half-yearly.
2. For the purchase of an Annuity *to commence after a term of years*, by the payment of one large sum.
3. For the purchase of an Annuity, to commence after a term of years, by *annual*, *half-yearly*, *quarterly*, or *monthly payments*, continued through a term of years.
4. For the purchase, by annual, half-yearly, quarterly, or monthly payments, continued through a term of years, a monthly allowance of not less than 4s., nor more than £4 3s. 4d.

The annuity need not necessarily be made to depend upon the life of the proposer, but may depend upon the life of a wife, child, or other person.

GENERAL.

Persons Insuring or contracting for a Life Annuity will be supplied with a Premium or Instalment Receipt Book, on the cover of which will be printed an abstract of the regulations, and the dates when the payments under the contract become due.

Payments must be made within seven days of the stipulated time for payment, or the contract will be forfeited; but the Colonial Treasurer is empowered, should he think fit, to renew the contract, if application be made to him within four weeks of the due date, and upon payment of a fine.

The provisions of the Act relating to Government Savings' Banks are extended to purchasers of Government Life Insurances and Annuities; and all letters on the above-named business are exempt from the payment of postage, provided the words "Government Annuity" or "Government Life Insurance" are legibly marked on the covering envelope.

GOVERNMENT SAVINGS' BANKS.

The Government Savings' Bank Act of 1864 came into operation on the 1st January, 1865, when fourteen branch offices were opened, under the charge of the several police magistrates of the Colony.

During the year 1865 fourteen additional offices have been opened, and Savings' Bank business may now be transacted at

any of the following places, between the hours of 10 and 3 daily, and from 6 to 8 on Saturday evenings. Offices open :— Brisbane, Bowen (Port Denison), Banana, Cardwell, Clermont, Calliope, Cleveland, Condamine, Dalby, Drayton, Gayndah, Gladstone, Goondiwindi, Ipswich, Leyburn, Maryborough, Marlborough, Mackay, Roma, Rockhampton, Surat, Springsure, Taroom, Toowoomba, Townsville, Waverley, Warwick, and the Shipping Office, Brisbane.

During the year several important concessions have been made by the Government to the advantage of Depositors :—

1st—The several Offices have been placed in charge of Postmasters, instead of Police Magistrates as before.

2nd—The Interest allowed Depositors has been increased from 3¾ to 5 per cent., or from three-farthings per £ per month to one penny per £ per month.

3rd—Depositors have been relieved from the necessity of signing their names in their Pass Books.

4th—Persons residing at a distance from the nearest Savings' Bank Office can remit their deposits to the Treasury direct by post.

5th—Depositors residing at an inconvenient distance from Brisbane may signify their intention to withdraw the whole or any portion of their deposits by electric telegraph message, at the uniform charge of one shilling for each message.

The business transacted by the Government Bank since it was opened in January last has rapidly and steadily increased.

The smallest sum which can be deposited with the Government is 5s. ; but, with this exception, there is no limit : *any amount can be deposited at call, with Government security, and 5 per cent. interest allowed.*

The Treasury, Brisbane, is the Head Office, where the several individual and other accounts are kept, and from which repayments are made. The Depositor lodges his money with the Postmaster in charge of a branch office, who enters the amount received in the pass-book, which is kept by the depositor—a subsequent acknowledgment being sent to each person direct from the Treasury.

When a depositor desires to withdraw the whole or a portion of his money, he attends at the nearest office, and signs the established form, which is sent to the Treasury. By return of post a cheque is remitted to him drawn on a Brisbane Bank ; but the several Postmasters and officers in charge of electric telegraph stations throughout the colony have instructions to cash Government Savings' Bank cheques from Government funds in their hands. Should circumstances render it inconvenient to await the return post, the depositor may request the Savings' Bank officer to send a telegraphic message, which will receive prompt attention, but for which message the depositor must pay one shilling.

It matters not where money is deposited; it can be withdrawn through any office in the colony at the place where the depositor may happen to be. A depositor may be travelling about the country, and may deposit and withdraw at the several offices indiscriminately.

Deposits may be made by trustees on behalf of others, or by persons on account of minors, but after the age of seven years, repayment may be made to such minor as if he were of full age.

Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman, unless her husband shall give notice in writing of such marriage to the Colonial Treasurer, and shall require payment to be made to him.

All other information can be obtained at the several offices, or by written application to the Treasury.

TOWNS DIRECTORY.

BOWEN,

Which is at present the largest town to the north of Rockhampton, and aspires to be the metropolis of Northern Queensland whenever the boon of separation is granted, is situated at the head of Port Denison, which is itself an inlet of Edgecomb Bay. The excellence of this harbour, which is easy of access and perfectly safe in all weathers, seems to justify the aspirations of the town which has been founded on its shores. The town itself is remarkably well laid out, and has every capability of becoming at no distant date a handsome city. Great credit is due in this matter to Mr. Clarendon Stuart, who has had the entire management of it. The climate is delightful, especially in the winter, and though in the summer the sun has of course great power, the constant sea breeze, which very rarely fails to set in about 9 or 10 a. m., and to blow throughout the remainder of the day, prevents the heat from being oppressive or unhealthy. The soil in the township itself is by no means good, though upon trial it is found to be by no means so bad as it appeared at first sight, and there is a considerable quantity of first-rate agricultural land along the banks of the Don. The town is at present badly supplied with water, but it has been for some time in contemplation to lay pipes from the River Don into Bowen, which can be done at no very great expense, and will provide an unlimited supply of water of the best quality. There is a large extent of pastoral country of which Bowen is the natural port, the boundaries of which

will be considerably increased when some roads, now in course of formation, are completed. There has not as yet been much agricultural enterprise exhibited, the principal step in that direction being the cultivation of a sugar plantation belonging to the Bowen Sugar Company (Limited), which was formed in 1866. There is abundance of mineral wealth in the district, but it is likely to remain undisturbed for some time, until the community becomes rich enough to construct a railway some 60 or 70 miles into the interior. To return to the port: the only drawback is, or rather was, a considerable breadth of shoal water that extends along the shore at the head of the bay. This inconvenience, however, has been obviated by the construction of a capital jetty (which has a depth of 12 feet of water at low spring tide) at the end of it, which is sufficient for the present requirements of the place. When the increasing importance of the town demands it, an extension of some two or three hundred yards will give a depth of 18 feet. The census of Bowen and its environs, within a radius of four miles, was taken in November, 1865, and gave a total of 969 adults and 357 children.

BURKE TOWN

Was the first settlement established in Queensland on the shores of the Gulf of Carpentaria, and is situated some distance up the Albert River, near the site where the Victorian Exploration Expedition formed a depôt when they were in search of Burke and Wills, the explorers. The settlement being quite recent there is little to be said about it, except that it is adapted to be the port of a large and magnificent pastoral country. The very first foundation of the settlement may perhaps be dated from the 12th June, 1864, when the ship Jacmel, packet, started from Sydney with drays, horses, bullocks, &c., for the new settlement. During the first autumn the country was found to be unhealthy, and subject to a kind of low fever, but it is to be hoped that this will disappear as the place gets settled, as it has done in many other places. The township has not yet (November, 1866) been surveyed, and it is a question whether it will not be considered advisable to move it down to the mouth of the river, as the navigation of the Albert is by no means good. Opposite the mouth of the Albert, at a distance of twenty miles, is Sweers' Island, where there is excellent anchorage for any number of the largest ships. The Government has been petitioned to erect a free port there, which it is supposed will afford facilities for the development of an important trade with the Southern portions of the Indian Archipelago.

CARDWELL, ROCKHAMPTON BAY,

Was founded in January, 1864. It was originally intended principally as a shipping port for the produce of the pastoral country at the Valley of Lagoons and the upper parts of the Burdekin; but enjoying, as it does, an excellent harbour, a magnificent climate, agricultural land better than almost any in Queensland, and an abundant and permanent supply of water, it is likely to become a place of some importance. At present the population is small, and the advantages of the place seem to have been scarcely appreciated as they deserve. Archbishop Davidson has a sugar plantation in the neighbourhood. The road to the interior, originally explored by Messrs. Dalrymple and Scott, though certainly practicable, is very difficult and dangerous; but there is every reason to believe that a really good road has been found, leading through a fertile district, which will shortly be opened—the only impediment in the way of opening it being a breadth of some five miles of scrub that has to be cut through.

MACKAY, PIONEER RIVER.

Mackay is situated on the south bank of the Pioneer River, and forms the port for a large extent of pastoral country. Retarded by the absence of that speculative energy which has so much contributed to the development of other and more recently founded northern townships, Mackay has not made that progress that would seem to be warranted by its natural advantages, which comprise a rich cattle and sheep country, and an immense extent of land of unsurpassed fertility. Efforts are, however, being made to develope the germs of wealth, and no doubt exists in the minds of those most competent to judge, that Mackay must, at no distant date, become the centre of a large agricultural industry.

The climate is equable, the heat being tempered by the trade winds. The population of the township proper does not exceed 100, but a considerable number of farms and plantations are scattered over the vicinity. Sugar, cotton, maize, potatoes, English and sweet, vegetables of all kinds, the mulberry, the grape, and most descriptions of temperate and tropical fruits are cultivated with success.

SOMERSET, PORT ALBANY,

Is a Government settlement, maintained at the join expenditure of the Imperial and the Queensland Governments, primarily as a naval depôt and place of refuge for mariners cast away in Torres Straits and the surrounding seas. The only settler at present, besides the Government officials and a party

of marines stationed there by Government, is Mr. Jardine, who has a cattle run at the extremity of York Peninsula. Port Albany has been lately erected into a free port, and it is confidently expected that an important trade, analogous to that at Singapore, will develope itself there. Communication is maintained between Cape York and Brisbane and Sydney, by H.M.S. Salamander, Captain Nares, commissioned for that purpose. The settlement was founded and the first body of settlers landed on the 30th July, 1864.

ST. LAWRENCE, BROADSOUND,

Is situated in lat. 22 S., and will probably eventually be the shipping port for the mineral products of the Peak Downs. The road from the latter place is St. Lawrence, being shorter and better than that to Rockhampton. This it is probable will be the principal support of the place, as it does not command any great extent of back country.

TOWNSVILLE, CLEVELAND BAY,

Is a remarkable instance of the rapid growth of Australian settlements. At the close of 1864, Mr. Black, the founder of the settlement, was at work with a small party clearing the scrub and erecting huts, &c., for the reception of the first settlers. The first sale of Townsville land was held at Bowen, on the 31st July, 1865, and now December, 1866, it is a thriving seaport town with a considerable trade, two banks, several hotels and stores, a newspaper, and the other appliances of civilised life. It is the port for a considerable extent of pastoral country. There is a boiling-down establishment and also a sugar plantation in the immediate vicinity of Townsville, both the property of the Hon. Robert Towns, M.L.C., of New South Wales, who has a considerable amount of property in this settlement, and takes great interest in its development.

Townsville is situated on a creek called the Rop, available for craft not drawing more than 7 or 8 feet of water. Vessels of a large draught can anchor in Cleveland Bay at a distance of about 3 miles from the township in ordinary weather, but if it comes on to blow from the S.E., they are obliged to run for shelter to an anchorage under Magnetical Island, about 10 miles distant, which of course causes great delay and expense in lightering.

On coasts less bountifully supplied with harbours than the coast of Kennedy, Cleveland Bay would be considered a tolerable good port, but it will not bear comparison with either Rockingham Bay to the northward or Port Denison to the southward.

PEAK DOWNS.

PEAK DOWNS COPPER MINE.—This property is in the hands of a Sydney proprietary, by whom a large amount of capital has been expended. Six smelting furnaces have been completed, and four others are in process of construction, but owing to the want of carriage not more than four furnaces have ever yet been in full work at the same time. As much as twenty tons of copper per week have, however, been occasionally turned out, and the average quantity produced could at once be raised to thirty tons—equal to 1560 tons per annum—were there the remotest prospect of getting the metal to port. The cost of raising the ore is within £2 1s. per foot, which is not more than one-third the amount required in some of the most profitable mines of South Australia. The facility with which ore is obtained is said by practical men to counterbalance the expense of carriage, so that the Company is now beginning to find it will be expedient to offer a higher figure to the teamster, and thus get their metal quickly to port, instead of keeping it unproductive on the mine. During the first three quarters of the year 1866, 350 tons of copper left the mine for the port; which, at £60, its minimum value on the mine, was worth at least £21,000. On 1st October there remained awaiting transit no less than 300 tons, and as the wool season was then commencing, it may be anticipated that for the three following months very little copper was forwarded. The quantity on hand on 31st December, 1866, may pretty safely be estimated at 400 tons, representing unavailable capital to the amount of £24,000. The rate of carriage current in October last was £20 up-loading from Rockhampton, and £10 from Broad Sound to Clermont, while wool and copper as down-loading was taken at £13 to £14. About 200 men are employed at the copper mine, and a settlement has sprung up in the immediate neighbourhood, which is about to be proclaimed a Government township. It already contains three public-houses, five or six stores, butchers', bakers', and other shops. The place, for convenience, has been named Copperfield, and, including the miners, the population cannot be less than 300, about 260 of whom are adults.

CLERMONT is the most important township in this part of Queensland, although its population does not exceed two-thirds the number Copperfield and the mine. Clermont is, however, the chief seat of trade, and does a much larger business than its population would indicate. Its trade lies with the copper mine, the surrounding stations, and the gold diggings, and those best able to judge, predict for the town a very bright future. The first settlers were Messrs. Winter and Keale,

who erected a small store on the site of the present township, in the year 1861. About this time gold was discovered in the creek within 400 yards of the store, and the results were so favourable that in the early part of the year 1864 about 3000 diggers were remuneratively employed at the various rushes. A scarcity of provisions, however, caused a general stampede, beef and mutton being at one time the only food obtainable in the district. The whole country being flooded, the roads were impracticable, and extreme hardships were in consequence suffered by the unfortunate gold-diggers. Fever and ague then made its appearance, and became almost universal, and its effect upon debilitated constitutions was such that some fifteen or twenty persons died from exhaustion, the effects of repeated attacks of the complaint. Not only was food not obtainable, but so great was the scarcity of medicine that epsom salts were sold at the rate of five shillings per tablespoonful. In the month of April the rain ceased, and a drought, or rather a succession of droughts, set in, of which even now (November, 1866) we have not seen the end. However, the roads being open, abundance of supplies poured in, although the population was reduced by two-thirds. Towards the end of the year a large proportion of the "old hands" returned, and about Christmas one or two heavy thundershowers gave promise of returning prosperity. More rain fell on 5th January, 1865, but from that time till 7th June the diggers were not blessed with a single shower; but they remained till the following February and March, when another stampede commenced, which continued till May, when not more than 400 miners remained. Towards the end of 1865, the diggers again returned, but were again disappointed, and in February and June last a third stampede commenced, which in one month so reduced the diggings population that not more than fifty persons remained on the gold-field. About two hundred men, however, returned during May and June, and most of these have held on till now in the belief that their third essay will be crowned with success. Of gold there is no scarcity, but water cannot be obtained at either of the rushes just now, unless at sixpence per bucket, and consequently dullness pervades the gold field. Clermont has suffered many checks from the fluctuations of the diggings, but is now steadily progressing, and the hope is entertained that a favourable season will make it, without exception, the most prosperous town in the interior of Queensland. It already boasts a branch-bank, a newspaper, six stores, four public-houses, and a representative or two of each mechanical trade. One of the hotel-keepers has erected a commodious detached

building, which has been fitted up as a concert room, and amateur performances of a very creditable nature take place weekly. Police Magistrate, T. J. Griffin. An hospital was built in the town two years ago, and is now in good working order. The building cost £600, and the annual income of the institution fully reaches that amount.

THE PROVINCIAL COUNCIL OF CLERMONT.—The Province of Clermont was proclaimed in December, 1865, and in the same month five councillors were gazetted. This body, however, was ill-chosen, and, three members resigning, the Council never met. £2000 was placed at its disposal for the construction of dams in January, 1866, but the money has laid since that time in the Clermont Joint Stock Bank, despite the most earnest protests from the inhabitants of the district. It is now reported, however, that his Excellency the Governor is about to appoint a new Council, by whom no doubt the money will be at once expended. Clermont and Copperfield have also applied for municipal honours, and incorporation is daily expected to take place.

The character of the Peak Downs as a grazing country is well known, but it may not be understood that at the present time several of the finest stations have not a quart of surface water within their boundaries. Among these are Wolfang, Gordon Downs, and Logan Downs, on which the sheep are watered wholly from wells. These are being sunk rapidly all over the district, and within the last three months have in many cases provided the needful element just at the critical moment when the surface water had become exhausted.

The Belyando country is of late getting into favour; for though less tempting to the eye than beautiful rolling downs, with their barley, grass, carrots, onions, and other natural herbs, the timbered and scrubby country of the Belyando abounds with salt bush, and is generally well watered. Indeed, the success of some of the Belyando squatters with their stock has certainly not been less marked than on the choicest portion of the downs country. The lower Belyando stations ship at Port Dawson, the upper river squatters at Rockhampton, *vid* Clermont. Westward, about 130 miles from the Belyando, is the Thompson River, where there is almost an illimitable quantity of magnificent downs country, which, suffering from the nsual draw-back—scarcity of water—and being 400 or 500 miles from port, is not being very rapidly stocked. The sheep at present on the Thompson stations are estimated at 100,000, the produce of which is shipped either at Bowen (the nearest port) or at Rockhampton, *vid* Springsure. A new Government road has just been surveyed by Mr. Clouett, from Clermont to

Aramac Creek, and as by this route increased facilities for carriage are offered, it is believed that Clermont and Bowen will be the only future competitors for the Thompson wool.

Southerly and south-easterly from the Thompson is the Barcoo River, in which there are now a large number of sheep. The country is first-class—it is said superior even to Peak Downs—and, being within 400 miles of Rockhampton by a good road, is likely to bring a fair return to its owners. Tambo is the new township of the Barcoo district, and promises well.

Easterly from the Barcoo are the Nogoa and Comet districts, and the pretty little township of Springsure, which, being surrounded by magnificent downs country, watered by permanently running creeks, and being on the high road to the Barco, will certainly be a town of considerable importance. Springsure contains about sixty or seventy inhabitants, two hotels, two stores, and the usual tradesmen to be found in early settlements. The hotels in Springsure are of a superior class, and the buildings generally neater than are found in inland townships. The town is watered by a permanent running creek, and being partially encompassed with high mountains the scenery is very picturesque. Police Court business is conducted in Springsure by unpaid magistrates, of whom there are several in the immediate neighbourhood, of a very superior class. Mr. J. G. Wheeler is the Clerk of Petty Sessions. Postmaster—W. H. Hinton. The Rev. John M'Ara, a Presbyterian minister, who is settled in the Springsure district, is the only Protestant clergyman to be found in the interior of Central and Northern Queensland.

The Queensland Pastoral Society has its head quarters in Springsure, and holds an annual exhibition within its own freehold grounds in Springsure township. The exhibition held in June last was very successful, it being attended by squatters numbering about 200, from all parts of the country. The officers of the society are :—W. H. Richards, A. B. Buchanan, and W. Thomson (Trustees); R. Patton, C. B. Dutton, J. Brock, R. Travers, G. N. Griffiths, W. Wilson, W. Clarke, J. Kelman, and W. T. Y. Burnet (Committee). Vice-President —P. McIntosh. Hon. Secretary—J. Gregson. A Jockey Club has also been established at Springsure, but a list of its officers has not yet been published.

Lilyvale is a thriving little township situated on Crimean Creek, about sixty miles from Clermont, and 165 miles west of Rockhampton. It has two public-houses, a store, and sundry other buildings. There are two police stationed at the township. Postmaster—R. Spratly.

The following official statement of the Queensland Customs Duties and Harbour Dues was published in the *Government Gazette* of the 6th November, 1866, and may therefore be relied upon as correct at that date :—

CUSTOMS DUTIES AND HARBOUR DUES.

The Treasury,
Queensland, November 6th, 1866.

The following summary of Import, Export, Harbour, Light, and Warehouse Duties, payable in the Colony of Queensland, is published for general information.

By his Excellency's Command,
(For the Colonial Treasurer)
A. MACALISTER.

COLONY OF QUEENSLAND.—TARIFF.

	Rates of Import Duties.					
Imports—		s.	d.			s. d.
Brandy	per gal.	10	0	Cider and Perry ..	per gal.	0 6
Gin	,,	10	0	Vinegar	,,	0 6
Liqueurs, Cordials or Strong Waters ..	,,	10	0	Tobacco	per lb.	2 6
Whiskey	,,	10	0	Snuff	,,	2 6
Rum	,,	10	0	Cigars	,,	4 0
Perfumed Spirits	,,	10	0	Opium	,,	20 0
All other Spirits	,,	10	0	Tea	,,	0 6
Wine	,,	6	0	Coffee and Chicory ..	,,	0 4
Ale, Porter, and Beer (in wood)	,,	0	6	Chocolate and manufactured Cocoa	,,	0 4
Ale, Porter, and Beer (in glass)	,,	0	6	Raw Cocoa	,,	0 2
Spruce and other Beer	,,	0	6	Sugar, refined ..	per cwt.	6 8
				Sugar, raw	,,	5 0
				Molasses	,,	3 4
				Dried Fruits	per lb.	0 1
				Rice	per ton	40 0
				Salt	,,	40 0

All other articles imported to pay an *ad valorem* duty of seven and a half per cent., with the following exceptions, viz. :—

Animals living.
Fresh fruits, garden seeds, and garden produce.
Fresh meat.
Gold and silver coin, gold dust and bullion.
Military and naval stores.
Passengers' baggage, cabin and other furniture, or personal effects, which have been in use and are not imported for sale.
Plants, trees, and shrubs.
Printed books, periodicals, and newspapers.
Specimens of natural history.
Wheat and flour.
Machinery, *bona fide* imported for manufacturing sugar.
Export duty on gold, one shilling and sixpence per ounce.

Bonded Warehouse Tax—An annual tax of £50 ; and for the capacity of such warehouse to contain more than fifty tons, one pound for every additional ten tons capacity.

Pilotage.—There shall be paid at every port of the Colony, at which there is a Pilot Establishment, a pilotage rate upon every vessel of fourpence per ton, upon her arriving at and departing from such port; such rate shall in no case be less than two pounds ten shillings for the port of Moreton Bay, nor less than one pound ten shillings for any other port.

Light Dues.—Foreign-going Vessels—On entering at the Customs at a Port, the entrance to which is marked by a coast light, threepence per ton.

Also for other coast lights passed before arriving, one penny per ton for each light.

On clearing such port—For the light at the entrance threepence per ton. Also for other coast lights to be passed after leaving, one penny per ton for each light. But in no case paying for more than two such additional lights inwards and two outwards.

On entering at the Customs at a port, the entrance to which is not marked by a coast light—For coast lights passed before arriving, one penny per ton for each light.

On clearing at such port—For coast lights to be passed after leaving, one penny per ton for each light, but in no case paying for more than two such lights inwards, and two outwards.

WILLIAM THORNTON, Collector of Customs.

ROYAL FAMILY.

QUEEN (Alexandrina) VICTORIA, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith (only daughter of His late Royal Highness the Duke of Kent) was born May 24, 1811), succeeded to the Throne on the death of her uncle King William IV., June 20, 1837; crowned at Westminster June 28, 1838; married February 10, 1840, her cousin, H.R.H. Francis Albert Augustus Charles Emmanuel, Duke of Saxe, Prince of Saxe-Coburg and Gotha (born August 26, 1819, died December 14, 1861). Issue—I. Victoria Adelaide Mary Louisa, Princess Royal, born November 21, 1840; married January 25, 1858, Frederick William, Crown Prince of Prussia, by whom she has issue two sons and a daughter, of which one son died 1860.

II. Albert Edward Prince of Wales, born November 9, 1841; married March 10, 1863, the Princess Alexandra of Denmark, by whom he has issue two sons.

III. Alice Maude Mary, born April 25, 1843; married July 1, 1862, Prince Louis of Hesse, by whom is issue a son and a daughter.

IV. Alfred Ernest Albert, Duke of Edinburgh, born Aug. 6, 1844.

V. Helena Augusta Victoria, born May 25, 1846; married July 5, 1866, H.S.H. Prince Christian of Schleswig-Holstein.

VI. Louisa Carolina Alberta, born March 18, 1848.

VII. Arthur Patrick William Albert, born May 1, 1850.

VIII. Leopold George Duncan Albert, born April 7, 1853.

IX. Beatrice Mary Victoria Feodore, born April 14, 1857.

THE QUEEN'S AUNT.—H.R.H. Augusta Dowager, Duchess of Cambridge.

COUSINS OF THE QUEEN.—H.M. George Frederick, King of Hanover (Duke of Cumberland and grandson of George the Third), born May 27, 1811; married February 18, 1843, Prin-

cess Mary, of Saxe-Altenburg; issue, Ernest Augustus, born September 21, 1844.

H.R.H. George William, Duke of Cambridge, K.G., born March 26, 1819; Princess Augusta Caroline of Cambridge, born July 19, 1822; married June 28, 1843, to H.R.H. Frederick, Grand Duke of Mecklenburgh Strelitz; Princess Mary Adelaide, born November 27, 1833; married June 12, 1866, to Prince Teck, Count of Hohenstein.

IMPERIAL GOVERNMENT.

Formed July 3, 1866.

First Lord of the Treasury and Premier, Earl of Derby; Chancellor of the Exchequer, Right Hon. Benjamin F. Disraeli; Secretary of State for Foreign Affairs, Lord Stanley; Secretary of State for Home Affairs, Right Hon. S. H. Walpole; Secretary of State for the Colonies, Earl of Carnarvon; Secretary of State for War, Right Hon. General Peel; Secretary of State for India, Lord Cranbourne; First Lord of the Admiralty, Right Hon. Sir John Pakington; Lord High Chancellor, Lord Chelmsford; President of the Council, Duke of Buckingham; President of the Board of Trade, Right Hon. Sir Stafford Northcote; President of the Board of Works, Lord John Manners; President of the Poor Law Board, Right Hon. Mr. Hardy; Lord Privy Seal, Earl Malmesbury; Chancellor of the Duchy of Lancashire, Earl Devon; Under Secretary for the Home Department, Right Hon. Mr. Bellen; Under Secretary for the Colonies, Right Hon. C. B. Adderley; Under Secretary for the War Department, Right Hon. —— Longford; Under Secretary for India, Right Hon. Sir J. Ferguson; Attorney-General, Right Hon. Sir Hugh Cairns; Solicitor-General, Right Hon. Mr. Boville; Lord Lieutenant of Ireland, Marquis of Abercorn.

GOVERNMENT OF QUEENSLAND.

EXECUTIVE.

GOVERNOR.—His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the most distinguished Order of Saint Michael and Saint George, Captain General and Governor-in-Chief of Queensland and its Dependencies, and Vice-Admiral of the same.

PRIVATE SECRETARY AND AIDE-DE-CAMP.—Algernon Lempriere, Esq.

CLERK TO PRIVATE SECRETARY.—A. V. Drury.

EXECUTIVE COUNCIL.

Took Office 7th August, 1866.

PRESIDENT.—His Excellency the Governor.
VICE-PRESIDENT.—The Hon. A. M'Alister, Colonial Secretary.
MEMBERS.—The Hon. J. Watts, Minister for Works; The Hon. Joshua P. Bell, Minister for Lands; The Hon. Charles Lilly, Attorney-General; The Hon. John Douglas, Colonial Treasurer; The Hon. St. George R. Gore, Postmaster-General.
CLERK OF THE EXECUTIVE COUNCIL.—Arthur Wilcox Manning

LEGISLATIVE COUNCIL.

PRESIDENT.—The Hon. Maurice Charles O'Connell.
CHAIRMAN OF COMMITTEES.—The Hon. D. P. Roberts.
CLERK OF THE COUNCIL AND OF THE PARLIAMENTS.—Henry Johnson
LIBRARIAN.—Rev. J. R. Moffat.
CLERK OF THE COUNCIL.—R. E. Johnson
USHER OF THE BLACK ROD.—Francis Robert Chester Master
ACTING USHER OF THE BLACK ROD.—William Townley
MESSENGER.—James Doyle
UNDER MESSENGER.—Joseph Kelly

ALPHABETICAL LIST OF MEMBERS.

Bell, Hon. John. Alexander
Bigge, Hon. Francis Edward
Bramston, Hon. John
Browne, Hon. E. J. Caulfeild
Fitz, Hon. Henry. Bates
Gibbon, Hon. James
Gore, Hon. St. George Richd. (Postmaster-General)
Harris, Hon. George
Heussler, Hon. John Christian
Hobbs, Hon. William
Hope, Hon. Louis
M'Connell, Hon. John
M'Dougall, Hon. John Fredk.
O'Connell, Hon. Maurice C. (President of the Legislative Council)
Prior, Hon. Thomas Lodge M.
Roberts, Hon. Daniel Foley (Chairman of Committees)
Thornton, Hon. William
White, Hon. Wm. Duckett
Wood, Hon. Western

LEGISLATIVE ASSEMBLY.

SPEAKER.—Hon. Gilbert Elliott
CHAIRMAN OF COMMITTEES.—Charles Coxen
CLERK OF ASSEMBLY.—Lewis Adolphus Bernays
CLERK ASSISTANT.—Henry Wyat Radford
SERGEANT-AT-ARMS.—Edward Blucher Uhr.

SHORT-HAND WRITERS AND CLERKS OF COMMITTEES.—Chas. Haynes Barlee, Laurence J. Byrne, and George Lindsay
MESSENGER.—S. Bateman
LIBRARY MESSENGER.—James Timms

MEMBERS :—

Bell, Hon. J. P. (*Sec. for Public Lands*)	West Moreton
Brookes, William	Brisbane
Challinor, Henry	Ipswich
Coxen, Charles (*Chairman of Committees*)	Northern Downs
Cribb, Benjamin	West Moreton
Cribb, Robert	East Moreton
Dalrymple, George Elphinstone	Kennedy
(Vacant)	Clermont
Edmondstone, George	East Moreton
Elliott, Hon. Gilbert (*Speaker*)	Wide Bay
Fitzsimmons, Charles	Rockhampton
Fleming, Joseph	West Moreton
Forbes, Frederick Augustus	Warrego
(Vacant)	Drayton and Toowoomba
Haly, Charles Robert	Burnett
Harden, Theodore	Mitchell
Lilley, Hon. Charles (*Attorney-General*) ...	Fortitude Valley
Macalister, Hon. A. (*Colonial Secretary*) ...	Ipswich
Mackenzie, Robert Ramsay	Burnett
Douglas, Hon. John (*Colonial Treasurer*)	
Miles William	Maranoa
Palmer, Arthur Hunter	Port Curtis
Pugh, Theophilus Parsons	Brisbane
Raff, George	Brisbane
Reed, George M'Cullough	Ipswich
Royds, Edmund Molyneux	Leichhardt
Sandeman, Gordon	Leichhardt
Stephens, Thomas Blacket	South Brisbane
Taylor, James	Western Downs
Walsh, William Henry	Maryborough
Watts, Hon. John (*Secretary Public Works*)	Western Downs
Wienholt, Arnold	Warwick

GOVERNMENT DEPARTMENTS.

NORTHERN QUEENSLAND.

Departments under control of the Colonial Secretary.

DISTRICT REGISTRARS.

Bowen	Henry Bramstone
Burke Town	
Cardwell	Roger Reckwith Leefe

Mackay	Henry Tanner Baker
Somerset	Captain Simpson
Townsville	James Gordon

GOVERNMENT PRINTING OFFICE.

GOVERNMENT PRINTER.— ————
SUPERINTENDENT.—J. C. Beal.
CLERK.—W. Henry Ryder.

ELECTRIC TELEGRAPH.

BOWEN.—Station Master—Edwin James Welsh
Do.—Line Repairer—F. Edridge
BLOOMSBURY.—Line Repairer in Charge—F. C. Banner
MACKAY.—Station-master—W. Furlong
Do. —Line Repairer—P. White
NEBO.—Station-master—J. Dear
Do.—Line Repairer—W. Palmer
BROADSOUND.—Line Repairer in Charge—D. Brown
MARLBOROUGH.—Line Repairer in Charge—W. Monteith
CLERMONT.—Line Repairer in Charge (not yet appointed, Nov., 1866).

POLICE DEPARTMENT.

BOWEN.—Police Magistrate—P. Pinnock. Clerk of Petty Sessions—Henry Bramston. Bailiff—R. Brown. Summons Days—Tuesday and Friday. Petty Debts Court—First Wednesday in every month. One acting sergeant and three constables.

BURKE TOWN.—P.M.—William Lundsborough.

CLERMONT.—P.M.—J. T. Griffin. Clerk of P.S.—Kerr Wilson. One acting sergeant and five constables.

CARDWELL.—P.M.—R. B. Leefe.

MACKAY.—Acting P.M.—T. Baker. One acting sergeant and one constable.

SOMERSET.—Acting P.M.—Captain Simpson

TOWNSVILLE.—Acting P.M.—James Gordon. Sergeant—P. Higgins.

JUSTICES OF THE PEACE.

POLICE DISTRICT OF BOWEN.—F. R. Bode, Strathdon; F. Clarke, Bowen; W. P. Cuthbert, Bowen; W R. Goodall, Bowen; J. G. MacDonald, Adelaide Point; P. Pinnock, P.M., Bowen; J. Hall Scott, Bowen; J. A. J. Macleod, Bowen; M. G. O'Connell, Dalrymple; J. Marlow, N. Police Camp; R. L. Paterson, Sonoma; W. Seward, Bowen.

POLICE DISTRICT OF TOWNSVILLE.—M. G. O'Connell, Dalrymple; E. Cunningham and M. Cunningham, Burdekin Downs; Michael Miles, Star River; D. Cudmore, Tara; T. H. Scott, Woodhouse; F. Forbes, Ravenswood; J. Moore Dillon, Homestead; Richard Daintree, Maryvale; Robert Stewart, Southwick; T. M. Black; T. W. Greaves, and James Gordon, Townsville.

POLICE DISTRICT OF CARDWELL.—R. B. Leefe, Charles J. Scott, P. F. Sellheim.

NATIVE MOUNTED POLICE.

BOWEN.—Inspector John Marlow; two acting sub-inspectors and ten troopers.

TOWNSVILLE.—Sub-Inspector E. Wheeler, one acting out-inspector and six troopers.

SUTTOR.—Sub-Inspectors R. C. H. Uhr, and F. J. Murray, one acting sub-inspector and twelve troopers.

CARDWELL.—Inspector John Murray; one acting sub-inspector, and ten troopers.

BURKE TOWN.—Acting Sub-Inspector Uhr and five troopers.

FORT COOPER.—Sub-Inspector G. Price; one acting sub-inspector, and six troopers.

BOARD OF EDUCATION.

DISTRICT INSPECTOR.—J. G. Anderson.

BOWEN.—Primary School—Patrons—Francis Clarke, W. Seaward, sen., J. H. Scott, J. P. Macdonald, W. F. Lloyd, C. B. Grimaldi, Felix Lannoy. Teachers—Mr. and Mrs. Macgroarty. J. T. Strokarc, Hon. Secretary.

CLERMONT.—Committee—T. J. Griffin, S. Candiottis, C. H. Buzacott, N. Renners, M. C. Bergin.

HEALTH OFFICER AT BOWEN.—Dr. Lyons.

GOLD COMMISSIONERS.

DALRYMPLE.—M. G. O'Connell.

CLERMONT.—J. T. Griffin.

DEPARTMENTS UNDER THE CONTROL OF THE COLONIAL TREASURER.

CUSTOMS DEPARTMENT.

BOWEN.—Sub-Collector—F. Kilner. 2nd Officer—J. C. Wilkins. One messenger and office keeper.

BURKE TOWN.—Sub-Collector—W. Landsborough.

CARDWELL.—Sub-Collector—R. B. Leefe and two boatmen.

MACKAY.—Sub-Collector—J. T. Baker and two boatmen.

TOWNSVILLE.—Sub-Collector—J. Gordon. 2nd Officer—R. W. Irving and two boatmen.

HARBOUR DEPARTMENT.

PORT DENISON.—Harbour Master—Richard E. Pym, R.N. Pilot—Robert Findlater. Four boatmen.

PORT MACKAY.—Harbour Master—John T. Baker. Acting Pilot—Daniel Jones.

CLEVELAND BAY.—Harbour Master—James Gordon. Acting Pilot—John Sully.

PORT HINCHINBROOK.—Harbour Master—Roger B. Leefe. Acting Pilot—I. B. Casey.

ALBERT RIVER.—Harbour Master—W. Landsborough. Acting Pilot—Edward R. Blakeney.

POST OFFICE DEPARTMENT.

BOWEN.—D. A. Day.
BURKE TOWN.—E. Read.
CLERMONT.—M. C. Bergin.
CARDWELL.—J. McBryde.
MACKAY.—Mrs. Cridland.
SOMERSET.—Capt. Simpson.
TOWNSVILLE.—F. Aplin.
VALLEY OF LAGOONS.—R. A. Blencowe.

GOVERNMENT SAVINGS' BANKS, LIFE INSURANCE AND ANNUITIES.

Manager and Commissioner for Sale of Stamps under Stamp Duties Act of 1866—D. A. Day.
CARDWELL.—R. B. Leefe.
MACKAY.—J. T. Baker.
TOWNSVILLE.—James Gordon.

DEPARTMENTS UNDER THE CONTROL OF THE MINISTER FOR LANDS.

DEPARTMENT OF LANDS.

BOWEN.—Surveyor—Clarendon Stuart. Agent for Sale of Crown Lands—Henry Bramston. Commissioner of Crown Lands, South Kennedy—W. R. Goodall. Recording Clerk—E. A. F. Chamberlain.

DALRYMPLE.—Commissioner of Crown Lands, North Kennedy—Maurice Geoffrey O'Connell. Recording Clerk—R. C. G. Johnson.

DEPARTMENT OF WORKS.

ENGINEER OF ROADS.—Frederick John Byerley.
SUPERINTENDENT OF WORKS.—Archibald McMillan.
ACTING FOREMAN OF WORKS.—Joseph Holmes.
CLERK.— —— Jardine.
ENGINEER OF HARBOURS AND RIVERS.—Joseph Brady.

MISCELLANEOUS.

DISTRICT COURT.

(Next Sittings in Bowen, Wednesday, 10th April, 1867.)

DISTRICT COURT.—Judge—G. J. L. Innes. Crown Prosecutor—W. H. Abbot Hirst.—Registrar—Henry Branston. Bailiff—R. Brown.

MUNICIPAL COUNCILS.

Incorporated 7th August, 1863.

BOWEN.—Mayor—J. A. J. Macleod. Aldermen—D. Bell, J. Wilson, K. H. Wills, W. Seaward, J. F. Morton. Town Clerk—R. H. Smith. Solicitor—C. B. Grimaldi. Auditors—W. P. Cuthbert and W. Marsh. Working Overseer—G. Lloyd.

The Municipal Council came into operation on the 7th Aug., 1863. The last rate (of 1s. in the pound) was struck on the 29th of May, 1866). The estimated value of land within the municipality was at that date £19,319. The receipts in 1865 were as follows :—From Government £3236, from rates £596 11s. 9d. Total—£3832 5s. 2d. The expenditure £4387 13s. 10d. The number of registered electors in 1866 was 163 resident and 35 non-resident—Total 198. The number of voters at the last election was 157.

TOWNSVILLE.—Incorporated 10th March, 1866. Mayor—John Milton Black. Aldermen—William Alpin, Thomas Rae Carter, George Raymond Johnson, Frederic Hamilton, Frederick Augustus Fryer. Town Clerk—W. B. Grimaldi. Town Surveyor—E. W. Roberts.

The Municipal Council came into operation on the 10th March, 1866. On the 2nd July the rateable property was assessed. The estimated value of it was £5485. The rate was struck at 1s. in the pound. The total receipts from rates were £274.

We have no information as to the number of electors, or of voters, but the population of Townsville is estimated at about 400.

BUILDING SOCIETIES.

Bowen Benefit Investment and Building Society.—Trustees—W. Seaward, F. Clarke, F. Kilner. Directors—K. H. Wills, J. A. J. Macleod, F. T. Rayner, W. P. Cuthbert, W. Marsh, D. Anderson. Auditors—J. H. Gamack and J. T. Strokarck. Secretary—W. Clarke.

Clermont Provident Investment and Building Society.—Trustees—T. J. Griffin, M. C. Bergin. Directors—C. H. Buzacott, J. J. Anderson, A. J. Blakiston. Secretary—J. Shelton.

PUBLIC LIBRARIES.

Bowen Library and Museum.—President—G. E. Dalrymple. Vice-Presidents—J. H. Scott, and W. P. Cuthbert. Committee—C. B. Grimaldi, F. Clarke, F. T. Rayner, W. Seaward, F. Kilner, W. Clarke, K. H. Wills, J. A. J. Macleod, T. Smail. Secretary—R. H. Smith. Treasurer, pro tem.—R. H. Smith. Auditor—J. H. Gamack. Trustees—J. G. Macdonald, F. Clarke, J. A. J. Macleod.

Townsville Library and Reading Room.

MASONIC LODGES.

Bowen.—Kennedy Masonic Lodge.—J. M. Llewellen, W.M.; W. Seaward, jun., S.W.; W. Seaward, sen., J.W.; W. Clarke, Treasurer. J. H. Gamack, Secretary. D. Palmer, S.D.; G. Heart, J.D.; Wm. Marsh, I.G.; Robert Heron, O.G.

Townsville Hibernia and Albion Star Lodge, under Dispensation—Irish Constitution.—Wm. Clifton, W.M.; Abraham Brodziack, P.M.; T. R. Carter, S.W.; J. T. Brown, J.W.; A. H. Cooper, S.D.; J. Troller, J.D. J. W. Greaves, Secretary and Treasurer. Day of meeting first Wednesday after the full moon. A Lodge of Instruction in connection with the above meets every Friday evening.

SUGAR PLANTATIONS.

Bowen Sugar Company (Limited).—Capital, £18,000, in 1800 shares of £10 each. Directors—K. H. Wills (Chairman), J. H. Gamack, J. A. J. Macleod, G. Smith, F. T. Rayner, J. F. Kelsey, Donald Bell. Secretary—W. Clarke.

Mackay.—Alexandra.

Townsville.—Hon. R. Towns,

Cardwell.—J. Ewen Davidson.

TURF CLUBS.

BOWEN.—KENNEDY TURF CLUB.—President—G. E. Dalrymple. Vice-President—J. Hall Scott. Treasurer—W. Clarke. Secretary—W. Pinkerton Cuthbert.

TOWNSVILLE, BURDEKIN, AND FLINDERS DISTRICTS TURF CLUB.—Patron—Sir George Ferguson Bowen, Knight. President—Hon. Robert Towns, M.L.C. Vice-President—James Gordon. Treasurer—J. W. Greaves. Hon. Secretary—W. B. Grimaldi. Clerk of the Course—A. H. Cooper. Starter—Andrew Ross.

HOSPITALS.

BOWEN HOSPITAL.—Committee—K. H. Wills, C. Stuart, E. Read, W. Marsh, E. Binney, F. Budgen. Treasurer—J. W. Greaves. Secretary—J. A. J. Macleod.

BURDEKIN AND FLINDERS DISTRICT HOSPITAL, TOWNSVILLE.—Patron—Hon. Robert Towns, M.L.C. President—James Gordon, P.M. Vice President—J. M. Black, J.P. Hon. Secretary—W. B. Grimaldi. Hon. Treasurer—J. W. Greaves, J.P. Committee—William Clifton, Edward Cunningham, J.P.; T. R. Carter, Andrew Ross, J. Moore Dillon, J.P.; J. Trotter, Phillip Somer, J. Ewen Davidson, P. Selkeim, J.P.; R. Beckwith Leefe, P.M., Thomas Boxton, J. T. Walker, James Sutherland, F. Hamilton, R. Daintree, J.P.; G. R. Johnson, M. G. O'Connell, J.P.; A. C. Bailey, W. J. Scott, J.P.; John M'Bryde, W. A. Ross, John Rankin Cowan. Auditors—J. J. L. Josephson, R. Maughan.

BANKING ESTABLISHMENTS.

BOWEN.—Australian Joint Stock Bank—Acting manager—J. H. Gamack. Bank of New South Wales—Manager—J. Gilfillan.

CLERMONT.—Australian Joint Stock Bank—Pro Manager—J. J. Anderson.

MACKAY.—Australian Joint Stock Bank—Acting Manager—G. Geddes.

TOWNSVILLE.—Australian Joint Stock Bank—Acting Manager—J. L. Josephson. Bank of New South Wales—Manager—J. T. Walker.

CHURCHES.

BOWEN.—Church of England—Rev. C. Searle. Presbyterian—No minister. Roman Catholic—Rev. W. M'Ginty. Wesleyan—No minister.

CLERMONT.—Roman Catholic ——

MACKAY.—Roman Catholic—Rev. Father Lonergan.

TABLE, showing the Amount of IMPORTS, EXPORTS, and CUSTOMS REVENUE at Bowen, Port Denison.

QUARTER ENDING	YEAR	CUSTOMS REVENUE.			IMPORTS.			EXPORTS.		
		£	s.	d.	£	s.	d.	£	s.	d.
June 30	1861	87	19	7	1,860	0	0			
September 30 ...		133	5	9	973	0	0			
December 31 ...		127	11	2	126	0	0			
March 31 ...	1862	233	16	8	3,101	0	0	2,989	0	0
June 30	...	198	9	7	2,062	0	0	190	0	0
September 30 ..		240	16	9	5,302	0	0	115	0	0
December 31 ...		486	8	9	11,685	0	0	1,004	0	0
March 31 ...	1863	773	0	6	8,301	0	0	1,753	0	0
June 30	...	636	8	5	8,702	0	0	1,049	0	0
September 30 ...		975	8	0	18,224	0	0	2,345	0	0
December 31 ...		1,334	16	5	19,381	0	0	8,595	0	0
March 31 ...	1864	802	16	2	5,156	0	0	1,834	0	0
June 30	...	1,253	15	4	17,745	0	0	4,150	0	0
September 30 ...		1,334	17	7	12,310	0	0	1,783	0	0
December 31 ...		1,752	16	5	17,406	0	0	6,736	0	0
March 31 ...	1865	2,368	8	3	21,406	0	0	7,673	0	0
June 30	...	2,707	2	10	29,537	0	0	3,823	0	0
September 30 ...		2,399	12	4	27,461	0	0	7,050	0	0
December 31 ...		2,635	14	0	24,705	0	0	14,617	0	0
March 31 ...	1866	2,385	13	8	28,346	0	0	10,742	0	0
June 30	...	2,386	12	0	15,597	0	0	9,223	0	0
September 30 ...		1,915	2	9	21,766	0	0	4,689	0	0
October	...	794	5	9	3,781	0	0	3,063	0	0

This Table does not show the actual amount of Exports from Bowen, as the Custom House Export Journal only contains entries of goods or produce shipped out of the colony, and not those shipped to other ports in Queensland—such as Rockhampton and Brisbane; and a great part of the produce of this district is shipped to those ports.

Thus—in 1864, 405 bales of wool were shipped to Rockhampton alone.

The above "Customs Revenue" from June 30, 1865, do not include rent and dues.

TABLE, showing the Number of VESSELS and their Aggregate TONNAGE, which arrived at Port Denison from 1861 to 1866, and the Ports whence they Sailed.

PLACE.	1861. 1862, & 1863.		1864.		1865.		1866.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonna e.
Rockhampton	46	3088	23	5180	17	3388	15	3653
Maryborough	3	146	17	891	16	958	7	380
Port Molle	1	20	0	0	0	0	0	0
Whitsunday Islands	1	120	0	0	1	15	0	0
Gulf of Carpentaria	1	800	0	0	0	0	0	0
Wickham River	2	30	0	0	0	0	0	0
Burdekin	6	565	3	92	2	68	0	0
Coral Seas	1	166	0	0	0	0	1	20
Broadsound	2	113	0	0	1	38	0	0
Pioneer River	1	20	2	58	4	100	0	0
Rockingham Bay	0	0	11	687	25	1145	26	502
Cleveland Bay	0	0	0	0	3	371	32	5420
Sydney	33	4584	20	4417	27	2803	24	6443
Brisbane	10	822	10	640	11	865	15	3507
Hobart Town	0	0	0	0	2	238	2	299
England	0	0	1	718	1	1008	0	0
Port Mackay	..	..	..	..	..	..	3	83
Somerset	..	..	..	..	..	..	1	75
Batavia	..	..	..	..	..	..	4	2302
Heath's Creek	..	..	..	..	..	..	2	88
South Sea Islands	..	..	..	..	..	..	1	34
St. Helen's Creek	..	..	..	..	..	..	1	10
	107	10,474	87	12,683	110	10,937	134	22,316

TABLE showing the Amount of IMPORTS, EXPORTS, and CUSTOMS REVENUE at Townsville, Cleveland Bay.

	CUSTOMS REVENUE.			IMPORTS.			EXPORTS.		
	£	s.	d.	£	s.	d.	£	s.	d.
December, 1865.....	112	15	4	570	0	0	8145	0	0
March, 1866	190	0	10	8823	0	0	2032	0	0
June, 1866	615	5	8	7549	0	0	7871	0	0
September, 1866 ...	566	15	2	10,448	0	0	8128	0	0

CARDWELL.

IMPORTS and EXPORTS from August 1865 to August 1866.

Imports, about £14,000.

Exports, 209 bales wool.

Customs' Returns almost *nil*, there being no bonded warehouse.

In the Supreme Court of Queensland.

AS OF FRIDAY, THE 26TH OCTOBER, A.D. 1866.

REGULÆ GENERALES.

It is hereby ordered, that the following be the Law Arrangements for the years 1866-7, not provided for by the General Rules :—

1. The Terms shall begin and end as mentioned in Table I.
2. The Circuit Courts shall be opened as mentioned in Table II.
3. The Brisbane Sittings shall commence as mentioned in Table III.
4. At all sittings of the Circuit Courts, Crown business shall commence on the first day, and Civil Business on the third day.
5. The days mentioned in Table IV. shall be Insolvency days.
6. The office will be closed from January 29th to February 2nd, both inclusive, in addition to the times mentioned in Rule 51 of June 4th, 1866.

VACATIONS.

1866—Christmas Vacation will commence on Saturday, 22nd December, and end on Saturday, 2nd February, 1867.

1867—Winter Vacation commences Saturday, 25th May, and ends Saturday, 22nd June.

HOLIDAYS OF THE SUPREME COURT.

The following days shall be holidays of the Supreme Court, viz. :—St. Patrick's Day, 17th March ; St. Andrew's Day, 30th November ; and Separation Day, 10th December.

(Signed) JAMES COCKLE, C.J.
ALFRED J. P. LUTWYCHE, J.

TABBE I.—TERMS.

TERM.	BEGINS.	ENDS.
Hilary	Wednesday, Feb. 27	Friday, March 8
Easter	Tuesday, May 14 ...	Thursday, May 23
Trinity.....	Tuesday, August 27	Friday, September 6
Michaelmas.....	Tuesday, Nov. 26 ...	Friday, December 6

TABLE II.—ASSIZES.

IPSWICH.	MARYBOROUGH.
Monday, February 4th	Thursday, March 28th
Tuesday, April 23rd	Thursday, September 26th
Monday, August 5th	
Monday, November 4th	ROCKHAMPTON.
	Monday, March 18th
TOOWOOMBA.	Monday, September 16th
Monday, January 14th	
Monday, July 15th	

TABLE III.—BRISBANE SITTINGS.

CIVIL SITTINGS.	CRIMINAL SITTINGS.
February 13th to 16th	February 18th to 21st
May 1st to 4th	May 6th to 9th
August 14th to 17th	August 19th to 22nd
November 13th to 16th	November 18th to 21st

Table IV.—Insolvency Days.

All Public Sittings at Eleven a.m.

January	None
February ...	Mondays, 4th, 11th, and 25th Thursday, 7th
March ...	Mondays, 11th, 18th, and 25th Thursdays, 14th, 21st, and 28th
April ...	Mondays, 1st, 8th, and 15th Thursdays, 4th, 11th, and 18th
May...	None
June ...	Monday, 24th Thursday, 27th
July... ...	Mondays, 1st, 8th, 15th, and 22nd Thursdays, 4th, 11th, 18th, and 25th
August ...	Mondays, 5th and 12th Thursdays, 1st and 8th
September	None
October ...	Mondays, 7th, 14th, 21st, and 28th Thursdays, 10th, 17th, 24th, and 31st
November	None
December ...	Mondays, 9th and 16th Thursdays, 12th and 19th.

QUEENSLAND ELECTRIC TELEGRAPH.

W. J. CRACKNELL, SUPERINTENDENT.

REGULATIONS.

1. All messages will be held strictly confidential.

2. Messages must be written with ink in a legible manner, properly dated, and have a full and distinct address. The signature of the sender will also be required in authentication of each message. No charge will be made for date, address, or signature.

3. All ordinary messages to be paid for before transmission, except in cases of unusual emergency, or replies to interrogatory messages bearing the words "Reply paid for." Press reports to be paid for at receiving station on delivery.

4. Cipher may be used in the transmission of messages at 50 per cent. above the ordinary rates, but cipher words must not consist of more than two syllables.

5. To insure greater accuracy, it is requested that all numbers be expressed in words, at full length, and repeated in figures. Charge will be made for the words only, although the figures also will be transmitted.

6. Messages will be transmitted in the order of their reception, with the following exceptions, in which cases precedence will be given, viz.:—Messages on the service of the State, sickness, death, or sudden emergency.

7. When an immediate answer is required, the words "Reply paid for, answer immediately," should be appended to the message. Messengers delivering will, in such cases, be instructed to wait five minutes for reply.

8. Every precaution will be taken to ensure the accuracy of all messages transmitted, whether important or otherwise. If desired, messages of consequence can be repeated from stations at which received to stations from which originally sent, on payment of an additional half rate, but no responsibility will be undertaken, nor any claim for compensation entertained for any errors in transmission, or delay in delivery of messages, whether repeated or unrepeated, nor for non-transmission or non-delivery of messages, arising from any cause whatsoever.

9. Messages will be delivered free within one mile of the station to which transmitted. Charges for porterage, horse, or boat hire, will be made beyond such distance, payable by the persons to whom messages are addressed.

10. Originals of messages transmitted, and duplicates of messages received, after being kept for two years, will be burned in the presence of the officers in charge of stations.

11. In the event of any interruption of the working of the Electric Telegraph, by which messages may be unusually delayed, it will be optional with the senders to withdraw such messages before transmission, and receive back amounts paid.

The following are the charges for telegrams from Bowen :—

	First ten words.		Each extra word.	
	s.	d.	s.	d.
To Bloomsbury	2	0	0	2
,, Mackay	2	6	0	2
,, Clermont, Nebo, St. Lawrence, or Marlborough	3	0	0	3

	First ten words.	Each extra word.
To Gladstone, Rockhampton, or Banana	4 0	0 3
,, Maryborough, Golden Fleece, Gayndah, or Taroom ..	6 0	0 4
,, Hawkwood	5 0	0 4
,, Durah, Roma, Condamine, Dalby, Warwick, Toowoomba, Gatton, Grandchester, Ipswich, Woogaroo, Cape Moreton, Pilot Station, Dunwich, Cleveland, Lytton, or Brisbane	6 0	0 4

Northern Section.—From Bowen, Bloomsbury, Mackay, Clermont, Nebo, St. Lawrence, and Marlborough,

To Tenterfield, Glen Innes, Armidale, Bendemeer, Tamworth, Murrurundi, Scone, Muswellbrook, Singleton, East Maitland, West Maitland, Morpeth, Wollombi, Newcastle, Windsor, Sydney, Grafton,—10s. for ten words, and 6d. for each additional word.

Penrith, Hartley, Bathurst, Orange, Bofala, Mudgee, Parramatta, Liverpool, Campbelltown, Berrima, Goulburn, Queanbeyan, Araluen, Braidwood, Yass, Gundagai, Young, Wellington, Dubbo, Cassilis, Forbes, Windeyer, Tambaroora, South Head, Kiama, Wollongong, Picton,—11s. for ten words, and 6d. each additional word.

Kyamba, Albury, Kiandra, Tumut, Deniliquin, Wagga Wagga, Urana, Jereiderie, Moama, Moulamein, Hay, Cooma,—12s. for ten words, and 6d. for each additional word.

VICTORIA.

Melbourne, Ararat, Avoca, Ballaarat, Beechworth, Belfast, Belvoir, Benalla, Buninyong, Camperdown, Cape Otway, Cape Schanck, Carisbrook, Castlemaine, Casterton, Chiltern, Clunes, Colac, Creswick, Daylesford, Dunolly, Echuca, Geelong, Gisborne, Hamilton, Heathcote, Hexham, Inglewood, Jamieson, Kerang, Kilmore, Kyneton, Longwood, Maldon, Maryborough, Mortlake, Moonambel, Mornington, Newstead, Portland, Port Albert, Point Lonsdale, Queenscliffe, Raglan, Redbank, Rutherglen, Sale, Sandhurst, Sandridge, Seymour, Smythesdale, Stawell, Streatham, St. Arnaud, Swan Hill, Talbot, Taradale, Tarnagulla, Wahgunyah, Wangaratta, Warrnambool, Williamstown, Wood's Point, Yackandandah,—6s. for ten words, and 6d. for each additional word.

SOUTH AUSTRALIA.

Mount Gambier, Penola, Port Macdonnell, Goolwa, Port Elliot, Willunga, Adelaide, Port Adelaide, Glenelg, Bowden, Alberton, Peninsula, Mount Barker, Nairne, Strathalban, Dry Creek, Salisbury, Gawler Town, Kapunda, Clare, Koringa, Smithfield, Roseworthy, Freeling, Burra, Gumaracka, Wellington, Kinchraig, Wallaroo, Yankalilla, Holdfast Bay, Hanndorf, Riverton, Woodside, Guichen Bay, Kadina, Lyndroch, Blanch Town, Noarbunga—12s. for ten words, and 8d. for each additional word.

N.B. Messages sent by Electric Telegraph can be posted to any address, Colonial or Foreign, on pre-payment of postage, in addition to the ordinary charge for transmission.

From this date, all Queensland Stations will be open for public business, from 9 a.m. to 6 p.m. daily, Sundays excepted.

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CIGAR DIVAN,

DALRYMPLE STREET,

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Adjoining the Victoria Hotel.

PORT DENISON HOTEL.

H. SPRING

HAVING leased the above well known Hotel, the first established in Bowen, begs to inform Gentlemen visiting this Port that he has made extensive improvements and additions, including a New and convenient Bar.

Customers will find

CLEAN AND AIRY BEDROOMS,

apart from the Hotel, where they can enjoy all the comforts of a private house.

The Hotel is convenient to the Jetty, commands a delightful view over the whole of the Bay, and is exposed to the refreshing sea breezes for which Port Denison is famous.

THE TABLE

will be liberally provided, and all articles sold will be of the best quality.

☞ **Good Stabling attached to the Hotel.**

J. G. BOURNER,

VICTORIA HOTEL,

BOWEN,

BEGS respectfully to take this opportunity of informing his numerous friends and patrons in Bowen and the surrounding district, that he has taken that large and commodious house known as "TATTERSALL'S," which will in future be carried on under the name of

GEORGE'S HOTEL.

The above is situated in Dalrymple-street, and from its airy and commanding prospect is unequalled for salubrity by any in town.

The Rooms are all large and well ventilated.

The Bar is unsurpassed by any in town.

The Cellarage is cool and extensive, and will always be stocked with a choice assortment of Ales, Wines, and Spirits.

The House throughout has been furnished with a view to the comfort and convenience of Visitors, and with a total disregard of cost.

The Cuisine will be under the direct superintendence of the Proprietor, and J.G.B. trusts that this will be a sufficient guarantee that his table will be provided in a manner to give satisfaction to the most refined appetite.

Families requiring accommodation will find this establishment to combine the privacy and comfort of a private residence, with the accommodation and convenience of a first-class Hotel.

J. G. B. takes this opportunity of thanking his numerous friends and patrons for the liberal support he has received since his commencement in business, and trusts by a strict attention to the wants of his customers to merit a continuance of their favours.

First-class Stable Accommodation.

THE

DON HOTEL,

SITUATED

10 MILES FROM BOWEN.

A. W. BOULTON

BEGS to recommend the above Hotel to the notice of Travellers and Pleasure Parties.

The Hotel being at an easy distance from town, and pleasantly situated on the Don River, on the Main Road to the interior, with a large paddock, well grassed and watered, offers advantages both to

Travellers and Pic-Nic Parties

which need only be experienced to be appreciated.

Various amusements provided for Visitors, who will always find civil treatment and attention to their wants.

GOOD STABLING.

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KORAH H. WILLS

INFORMS Squatters and Gentlemen travelling that his Hotel is now open for their accommodation. The Hotel is situate in the centre of the business part of the town, and commands a delightful view of the magnificent bay (equalled only by the Bay of Naples); also, the most refreshing breeze during the hottest night in summer, which was the study of K.H.W. when erecting the same. The Hotel contains twenty clean and well-ventilated bed rooms, and four sitting rooms. The dining rooms are large and airy, and the *cuisine* is under the care of an experienced French cook. First-class shower baths attached. Good lock-up stables and paddocks. The billiard room is furnished with one of Allcock's superior tables. The above Hotel is second to none in the Colony for quiet, comfort, and civility, the whole being under the vigilant eye of the Proprietor. Further comment is needless, as one trial will prove the fact.

N.B.—Gentlemen arriving by sea, who are anxious to find the well-known Hotel, with the large projecting balcony, are directed on leaving the jetty to turn to the right for about one hundred yards towards the Custom House, and then to the left, which brings the Hotel in view at the corner of George and Herbert-streets. Travellers' luggage taken to or from the steamers at the jetty free of charge.

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22nd November, 1866.

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